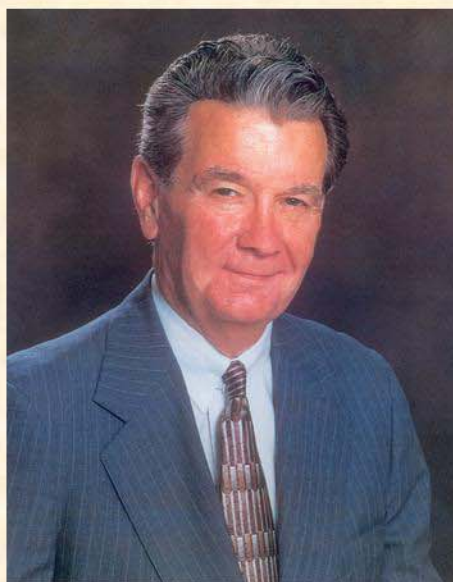


**~STATE HIGHWAYS~  
Archive Collection  
Hampden County Registry of Deeds**



**BLANDFORD**



*Donald E. Ashe, Register  
Hampden County Registry of Deeds,  
a Division of the Office of  
William Francis Galvin, Secretary of the Commonwealth*



1955	STATE LAYOUT PLAN #37 I-90, Mass. Pike, North St. to Russell line
1955	STATE LAYOUT PLAN #37-1 I-90, Mass. Pike. Further takings North St.
1956	STATE LAYOUT PLAN #37-2 I-90, Mass. Pike, Takings along North St.
1955	STATE LAYOUT PLAN #54 I-90, Mass. Pike, Otis line to North St. & North St. Relocation
1956	STATE LAYOUT PLAN #54-1a Taking on Chester Rd.
1956	STATE LAYOUT PLAN #54-1 Taking on north side of Old Chester Rd.
1957	STATE LAYOUT PLAN #54-2 Taking on WMECO line
1955	STATE LAYOUT PLAN # 79 Relocations of Russell Stage Rd., Kaoun Rd., & Sperry Rd.
1956	STATE LAYOUT PLAN #79-1 Takings near Russell Stage Rd.
1955	STATE LAYOUT PLAN #86 Gore Rd. relocation & taking
1955	STATE LAYOUT PLAN #89 Water line, Long Pond to North St. & amendment.
1955	STATE LAYOUT PLAN #115 Negro Hill Rd., discontinued near Long Pond
1957	STATE LAYOUT PLAN #186 Drainage easement near station 389
1934	LAYOUT #5450 North St. layout for Mass. N.R.A. Project R-22 (east of center Route 23)
1949	STATE LAYOUT PLANS #3672 Route 23, General Knox Trail, east of Otis line to North St.
1956	STATE LAYOUT PLANS #4013 Route 23, General Knox Trail, relocation of 1949 layout, Blair Pond to North St.



1955

Blandford



STATE LAYOUT PLAN #37  
I-90, Mass. Pike, North St. to Russell line

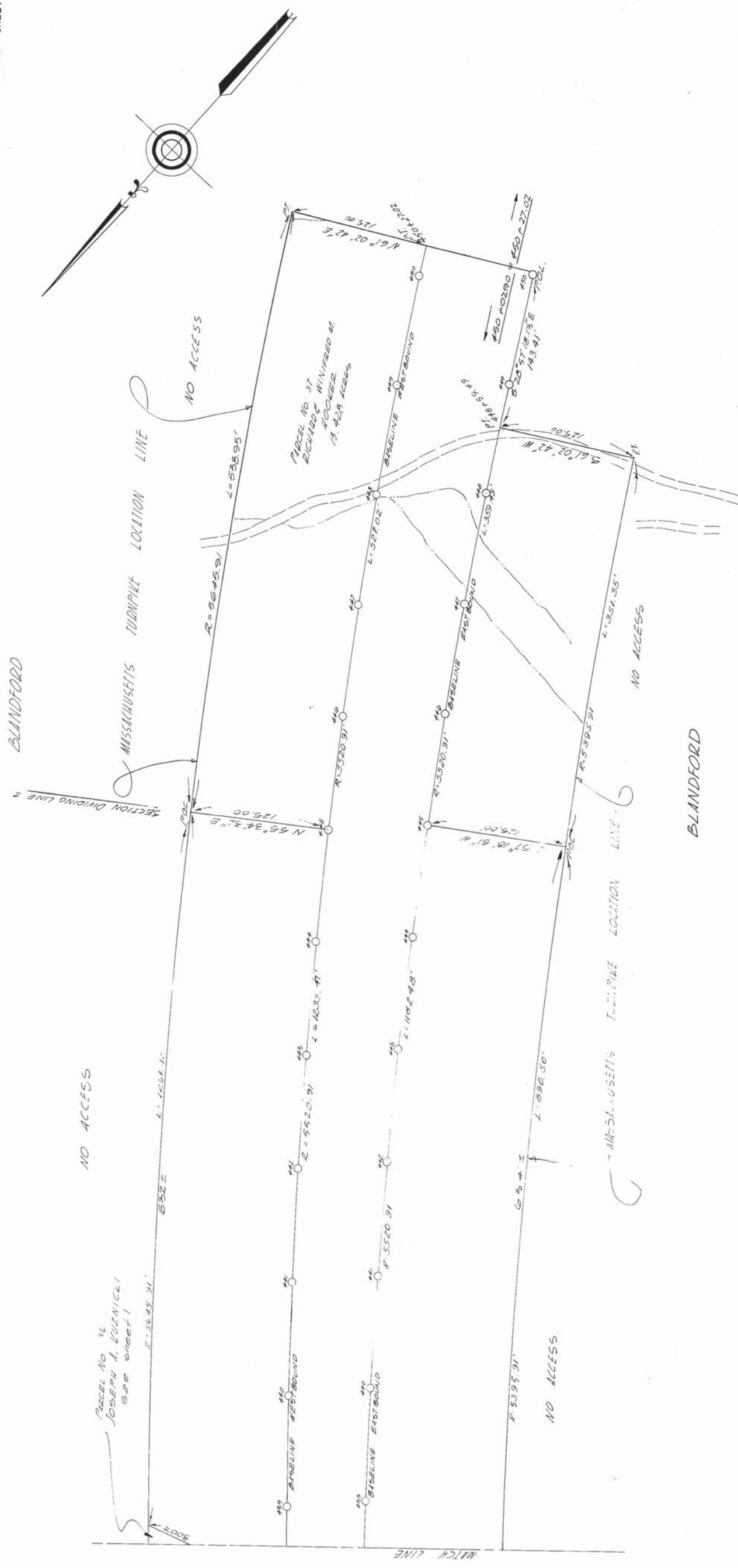
SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 49 PAGE 1-27

INDEXING

STATE LAYOUT PLAN #37

- Image Info SH51001 Blandford
- Image Info SH51001 Russell
- Image Info SH51001 Blandford Turnpike
- Image Info SH51001 I-90
- Image Info SH51001 Kaolin Road
- Image Info SH51001 Mass. Pike
- Image Info SH51001 North Street
- Image Info SH51001 Russell Stage Road

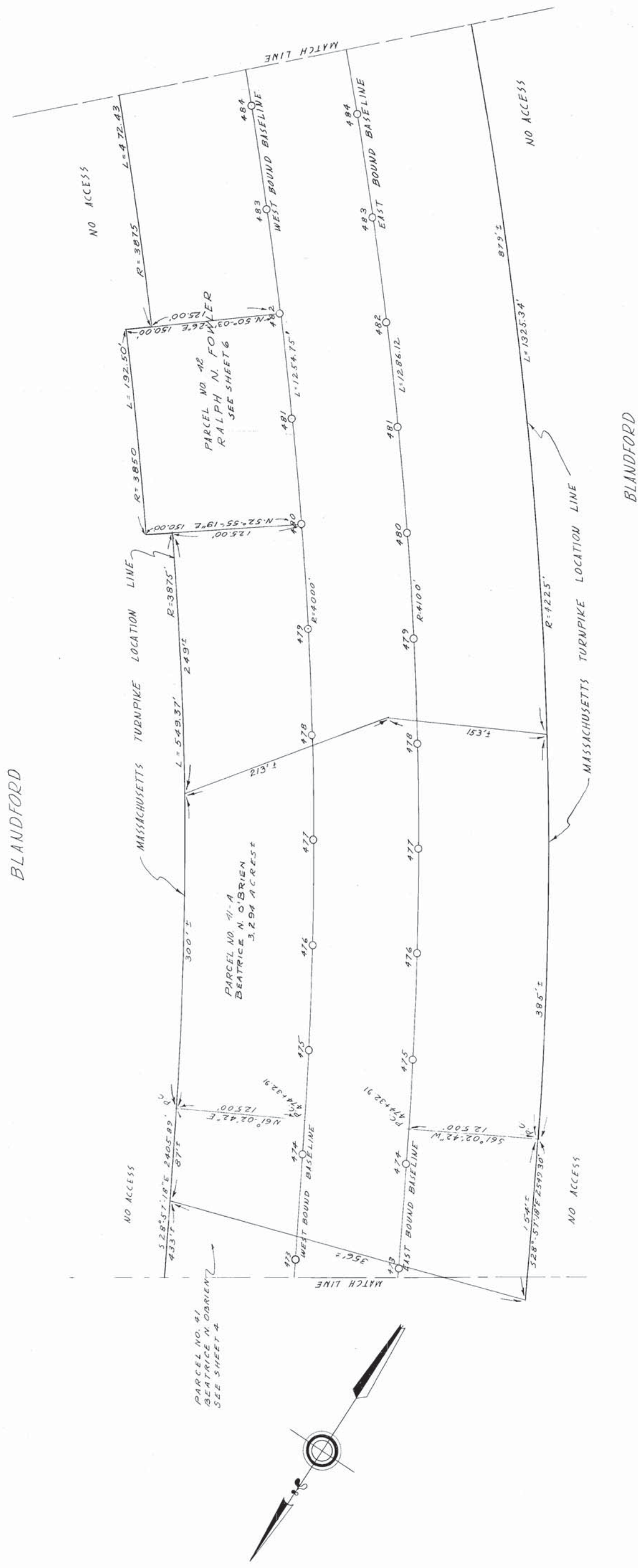






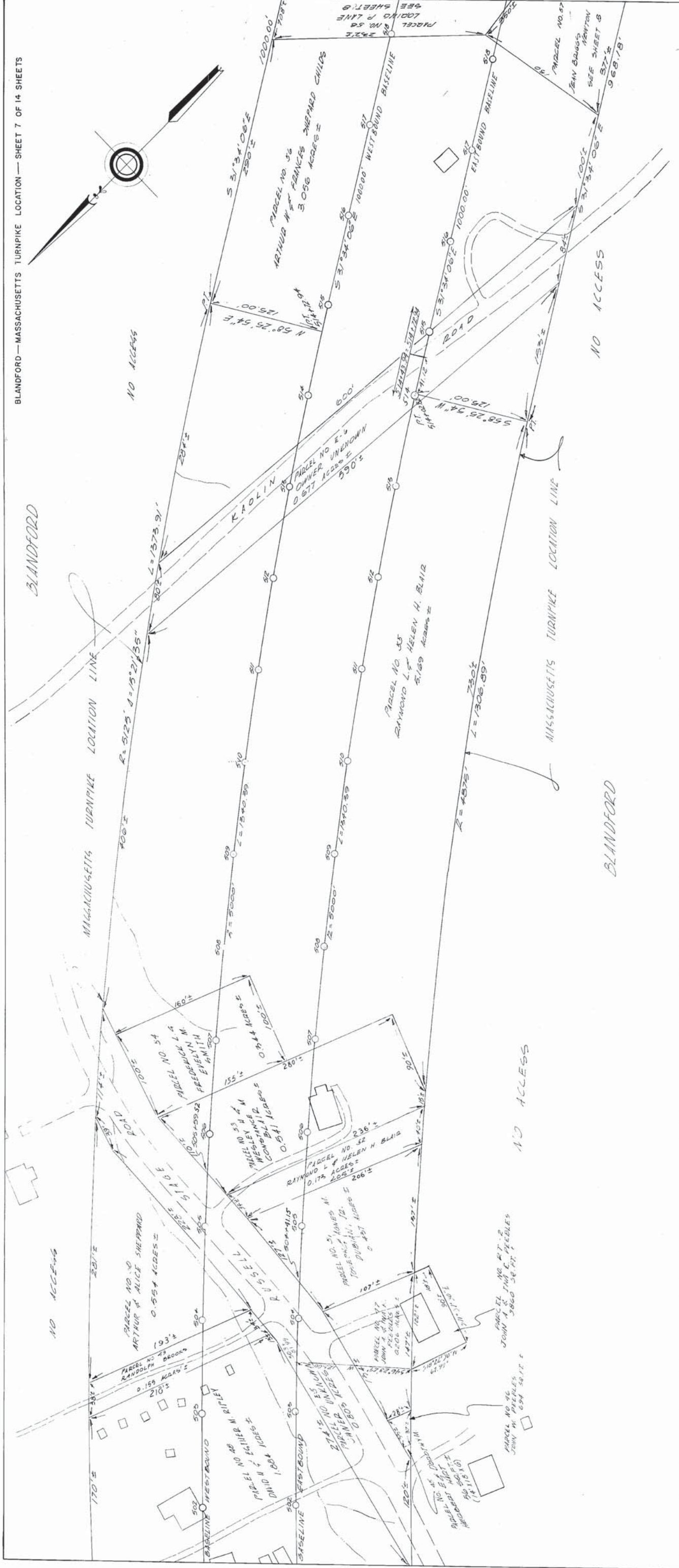




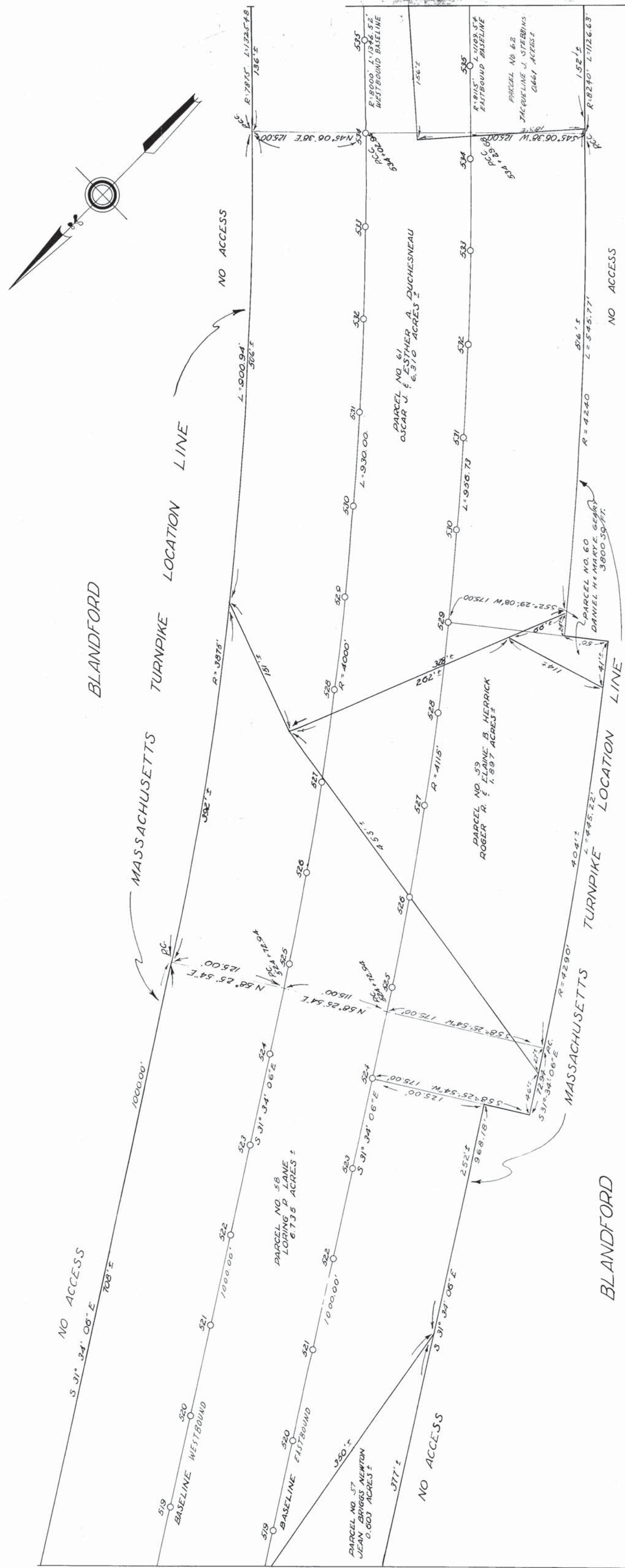
















BLANDFORD

NO ACCESS

$L = 1502.09'$

$R = 3875'$

MASSACHUSETTS TURNPIKE LOCATION LINE

$L = 1325.48'$

$R = 7825'$

GEORGE B. FOWLER &  
MARY A. F. WHITTING  
SEE SHEET 10

NO ACCESS

PARCEL NO. 63  
FRANK B. & ETHEL B. COOK  
1.806 ACRES ±

SEE SHEET 8  
JACQUELINE J. STEBBINS  
1912

WEST BOUND BASELINE  
536 537 538 539 540 541 542 543 544 545 546 547 548 549 550 551 552

$L = 1346.52'$

$R = 8000'$

$L = 1109.54'$

$R = 8115'$

$R = 4000'$

$L = 1809.68'$

EAST BOUND BASELINE

$L = 1866.23'$

NO ACCESS

$R = 4125'$

$R = 8240'$

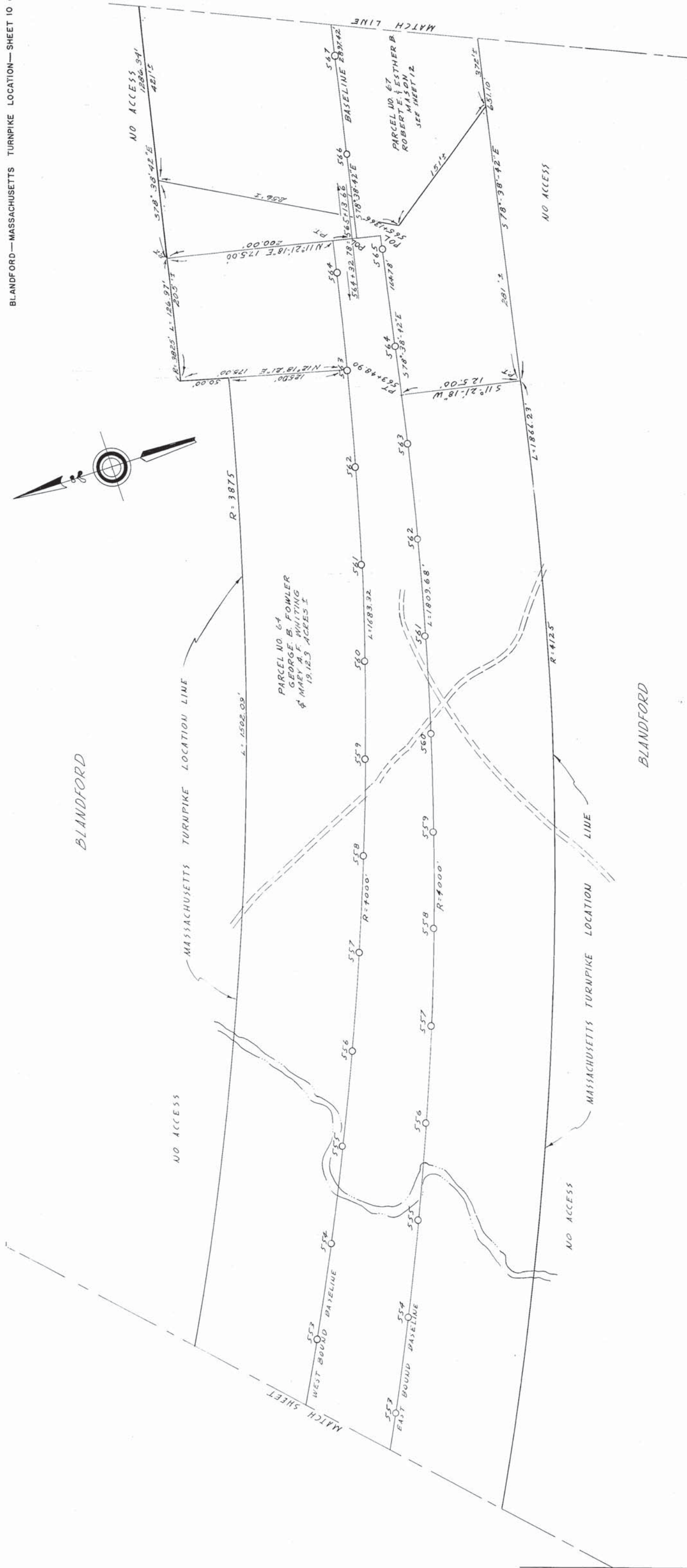
MASSACHUSETTS TURNPIKE LOCATION LINE

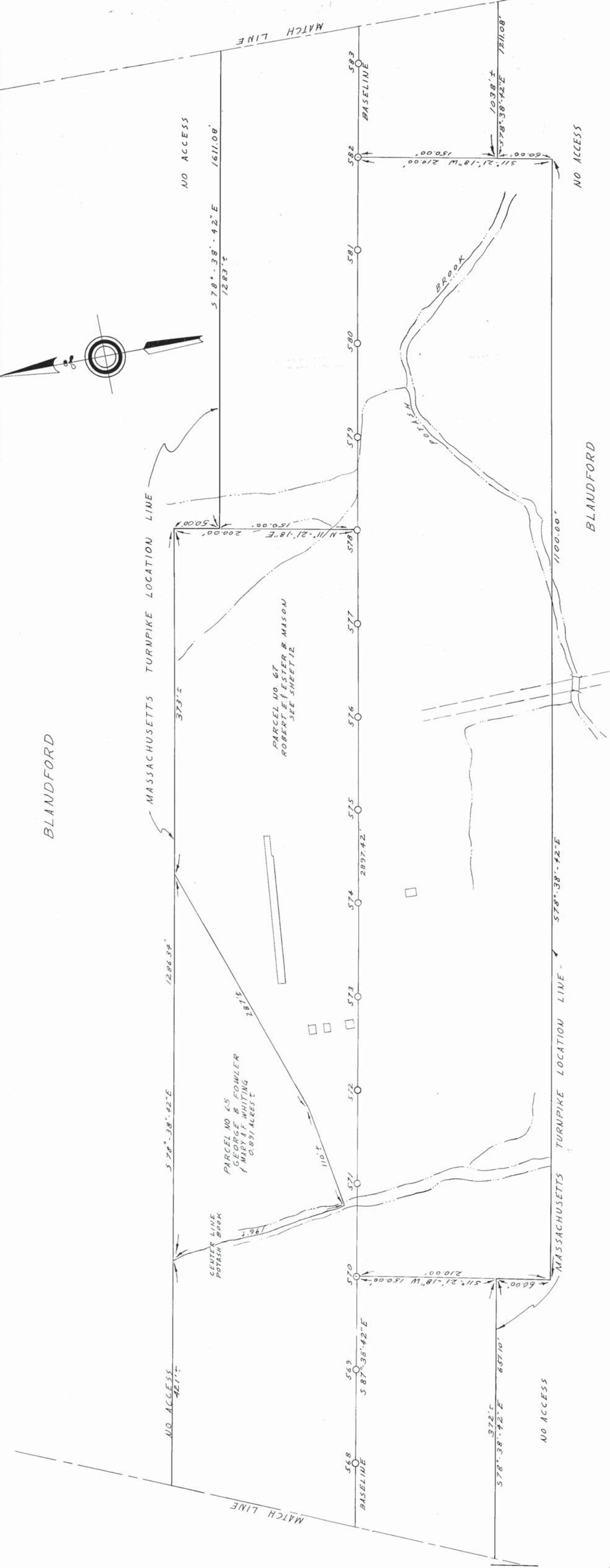
$L = 1126.63'$

490' ±

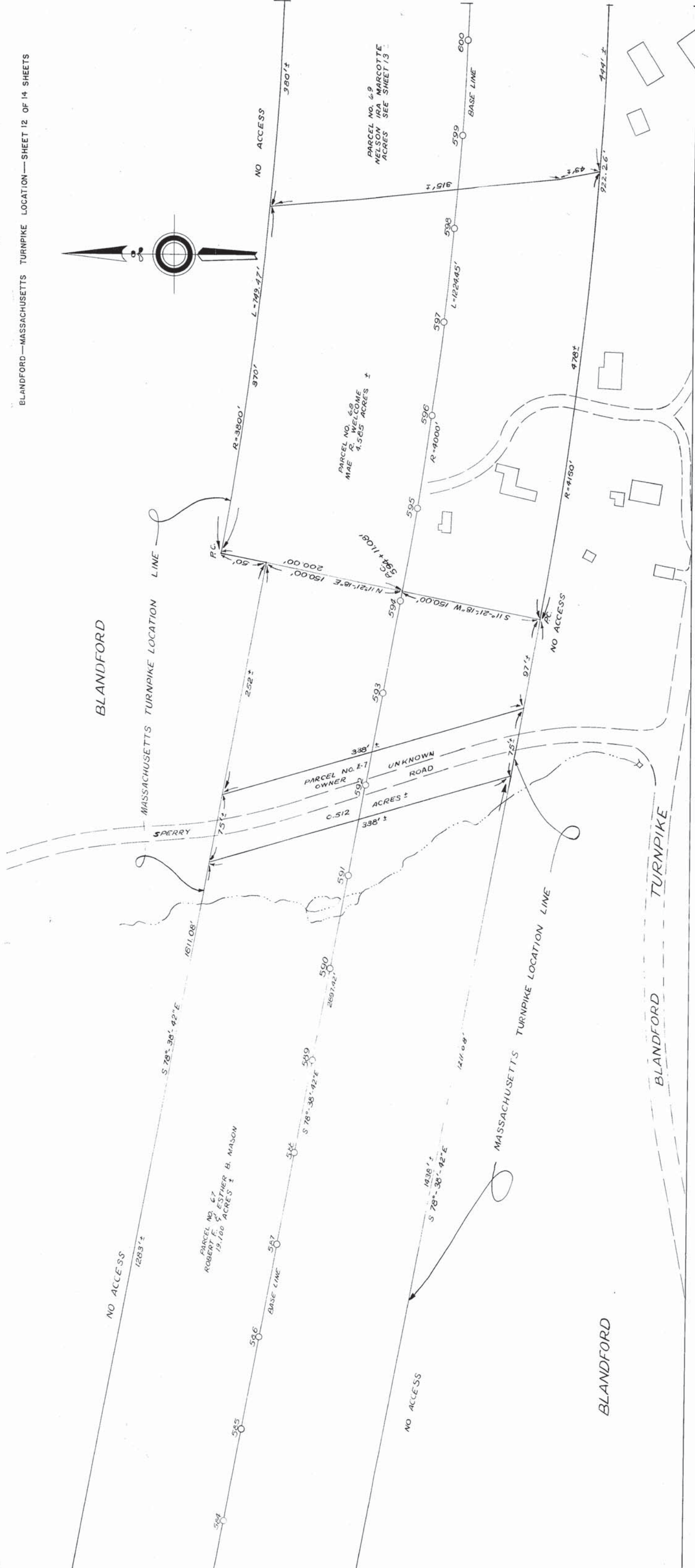
BLANDFORD

SEE SHEET 8  
JACQUELINE J. STEBBINS  
1912

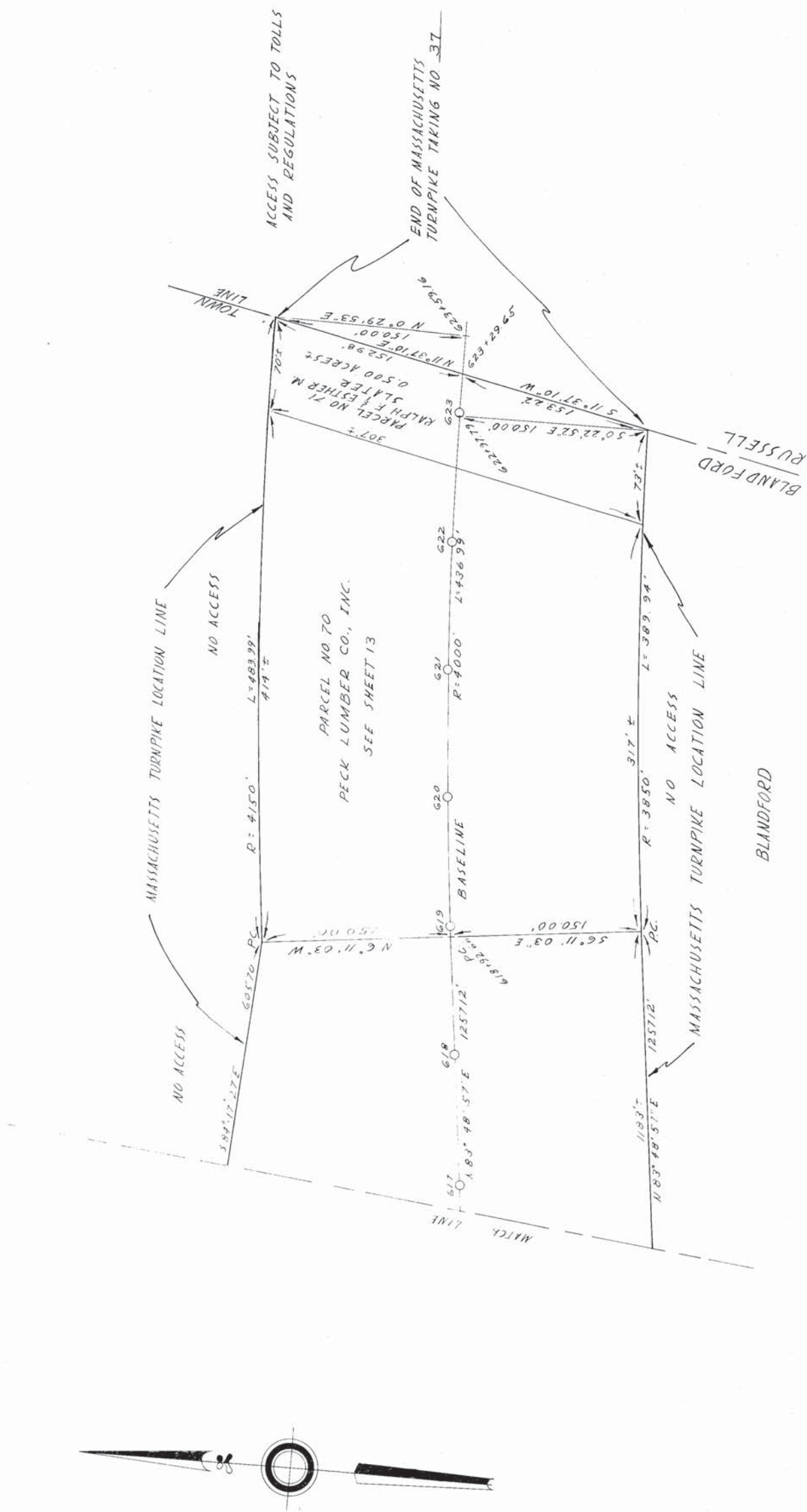














MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 37  
Town of Blandford  
County of Hampden

*Filed-May 5, 1955*

COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 37

Notary SS.

City/Town Blandford

May 5, 19 55

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated April 28, 19 55, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the ~~city of~~ town of Blandford, as shown on said plan.

Attest:



Clerk of Courts

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 37  
Town of Blandford  
County of Hampden

For the purpose of constructing, maintaining, repairing, and operating, as an express toll highway, in accordance with the location approved by the State Department of Public Works on November 19, 1953, a road in the Town of Blandford, County of Hampden, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, does hereby take, under the provisions of Chapter 79 of the General Laws and Chapter 354 of the Acts of 1952, all of the land within the limits of the taking hereinafter described, including all trees and structures, not including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and for telephone communication, however affixed to the realty, located thereon, situated in the Town of Blandford, County of Hampden, all the land being taken in fee simple (with the exception of Parcel E-4, E-5, E-6, E-7, RT-1 and RT-2, referred to below) the supposed owners thereof, shown on a plan hereinafter referred to, being set forth in the schedule of awards hereinafter contained excepting and reserving from the rights herein taken all easements, licenses and permits for wires, pipes, conduits and other appurtenances for the conveyance of water, sewage, gas and electricity and for telephone communication now lawfully in or upon said premises hereby taken, but with the provision that all said facilities shall be located under and/or in or attached to a bridge over the aforesaid express toll highway.

Excepted and reserved from the rights herein taken are all lawful rights of the public to use, by means of an overpass and appurtenant structures,



that portion of North Street in the Town of Blandford, as relocated and/or altered within the express toll highway location lines, hereinafter described.

Excepted and reserved from the rights herein taken are all lawful rights of the public to use, by means of an underpass and appurtenant structures, that portion of Russell Stage Road in the Town of Blandford as relocated and/or altered within the express toll highway location lines, hereinafter described.

Except as above noted, however, all rights, easements, licenses and permits, if any, existing prior to the date of this instrument, in over and/or above the various parcels of land included within the express toll highway taking, hereinafter described, are expressly included in this order of taking.

The express toll highway taking is for a portion of the Massachusetts Turnpike 19,031.24 feet in length and begins at the westerly street line of North Street in the Town of Blandford and extends in an easterly direction in the Town of Blandford to the dividing line between the Town of Blandford and the Town of Russell.

The aforesaid express toll highway taking is more fully described as follows:

The westbound baseline of the express toll highway taking begins at a point on the westerly street line of North Street in the Town of Blandford shown on the plan, hereinbefore referred to, as Station 432+18.04; thence extends south  $47^{\circ}-13'-31''$  east, 48.49 feet to a point of curve shown as Station 432+66.53 on said plan; thence extends in an easterly direction by a



by a curve to the right of 5,520.91 feet radius, 1,760.49 feet to a point of tangent shown on said plan as Station 450+27.02, thence extends south  $28^{\circ}-57'-18''$  east, 2,405.89 feet to a point of curve shown as Station 474+32.91 on said plan; thence extends in an easterly direction by a curve to the left of 4,000.00 feet radius 1,254.75 feet to a point of tangent shown on said plan as Station 486+37.67 or Station 487+19.03 for the line ahead; thence extends south  $46^{\circ}-55'-41''$  east, 1,413.51 feet to a point of curve shown on said plan as Station 501+32.54; thence extends in an easterly direction by a curve to the right of 5,000.00 feet radius, 1,340.39 feet to a point of tangent shown on said plan as Station 514+72.94; thence extends south  $31^{\circ}-34'-06''$  east, 1,000.00 feet to a point of curve shown on said plan as Station 524+72.94; thence extends in an easterly direction by a curve to the left of 4,000.00 feet radius, 930.00 feet to a point of compound curve shown on said plan as Station 534+02.94; thence extends in an easterly direction by a curve to the left of 8,000.00 feet radius, 1,346.52 feet to a point of compound curve shown on said plan as Station 547+49.46; thence extends in an easterly direction by a curve to the left of 4,000.00 feet radius, 1,683.32 feet to a point shown on said plan as Station 564+32.78 or Station 565+13.66 for the line ahead.

The eastbound baseline of the express toll highway taking begins at a point on the westerly street line of North Street in the Town of Blandford shown on the plan, hereinafter referred to, as Station 433+17.52; thence extends in an easterly direction by a curve to the right of 5,520.91 feet radius, 1,541.97 feet to a point of tangent shown on said plan as Station 448+59.49; thence



extends south  $28^{\circ}-57'-18.13''$  east, 143.41 feet to a point shown on said plan as Station 450+02.90 or Station 450+27.02 for the line ahead; thence extends south  $28^{\circ}-57'-18''$  east, 2,404.89 feet to a point of curve shown on said plan as Station 474+32.91; thence extends in an easterly direction by a curve to the left of 4,100.00 feet radius, 1,286.12 feet to a point of tangent shown on said plan as Station 487+19.03; thence extends south  $46^{\circ}-55'-41''$  east, 1,343.39 feet to a point of curve shown on said plan as Station 500+62.42; thence extends in an easterly direction by a curve to the right of 5,000.00 feet radius, 1,340.39 feet to a point of tangent shown on said plan as Station 514+02.82; thence extends south  $31^{\circ}-34'-06''$  east, 41.12 feet to a point shown on said plan as Station 514+43.94 or Station 514+72.94 for the line ahead; thence extends south  $31^{\circ}-34'-06''$  east, 1,000.00 feet to a point of curve shown on said plan as Station 524+72.94; thence extends by a curve to the left of 4,115.00 feet radius, 956.73 feet to a point of compound curve shown on said plan as Station 534+29.68; thence extends by a curve to the left of 8,115.00 feet radius, 1,109.54 feet to a point of compound curve shown on said plan as Station 545+39.22; thence extends by a curve to the left of 4,000.00 feet radius, 1,809.68 feet to a point of tangent shown on said plan as Station 563+48.90; thence extends south  $78^{\circ}-38'-42''$  east, 164.78 feet to a point shown on said plan as Station 565+13.66.

The main baseline of the express toll highway taking begins at a point bearing south  $11^{\circ}-21'-18''$  west, 25.00 feet distant from Station 564+32.78 or 565+13.66 for the line ahead of the westbound baseline, hereinbefore described and shown on the plan hereinafter referred to as Station 565+13.66 of the main baseline; thence extends south  $78^{\circ}-38'-42''$  east, 2,897.42 feet to a point of



curve shown on said plan as Station 594+11.08; thence extends in an easterly direction by a curve to the left of 4,000.00 feet radius, 1,224.45 feet to a point of tangent shown on said plan as Station 606+35.54; thence extends north  $83^{\circ}-48'-57''$  east, 1,257.12 feet to a point of curve shown on said plan as Station 618+92.66; thence extends in an easterly direction by a curve to the right of 4,000.00 feet radius, 436.99 feet to a point on the dividing line between the Town of Blandford and the Town of Russell and shown on said plan as Station 623+29.65.

The northerly location line of the express toll highway taking begins at a point on the westerly street line of North Street in the Town of Blandford, bearing north  $18^{\circ}-34'-17''$  west, 260.68 feet distant from Station 432+18.04 of the westbound baseline, hereinbefore described; thence extends south  $47^{\circ}-13'-31''$  east, 277.24 feet to a point bearing north  $42^{\circ}-46'-29''$  east, 125.00 feet distant from Station 432+66.53 of said westbound baseline; thence extends in an easterly direction 125.00 feet distant from and parallel to said westbound baseline to a point bearing north  $52^{\circ}-55'-19''$  east, 125.00 feet distant from Station 480+00.00 of said westbound baseline; thence extends north  $52^{\circ}-55'-19''$  east, 25.00 feet to a point bearing north  $52^{\circ}-55'-19''$  east, 150.00 feet distant from Station 480+00.00 of said westbound baseline; thence extends in a southeasterly direction by a curve to the left of 3,850.00 feet radius, 192.50 feet to a point bearing north  $50^{\circ}-03'-26''$  east, 150.00 feet distant from Station 482+00.00 of said westbound baseline; thence extends south  $50^{\circ}-03'-26''$  west, 25.00 feet to a point bearing north  $50^{\circ}-03'-26''$  east, 125.00 feet distant from Station 482+00.00 of said westbound baseline; thence extends in an easterly direction 125.00 feet distant from and parallel to said westbound baseline to a point bearing north  $12^{\circ}-18'-21''$  east, 125.00 feet distant from Station 563+00.00 of said westbound



baseline; thence extends north  $12^{\circ}-18'-21''$  east, 50.00 feet to a point bearing north  $12^{\circ}-18'-21''$  east, 175.00 feet distant from Station 563+00.00 of said westbound baseline; thence extends in an easterly direction 175.00 feet distant from and parallel to said westbound baseline to a point bearing north  $11^{\circ}-21'-18''$  east, 175.00 feet distant from Station 564+32.78 or Station 565+13.66 for the line ahead, of said westbound baseline and 200.00 feet distant from Station 565+13.66 of the main baseline, hereinbefore described; thence extends in an easterly direction 200.00 feet distant from and parallel to said main baseline to a point bearing north  $11^{\circ}-21'-18''$  east, 200.00 feet distant from Station 578+00.00 of said main baseline; thence extends south  $11^{\circ}-21'-18''$  west, 50.00 feet to a point bearing north  $11^{\circ}-21'-18''$  east, 150.00 feet distant from Station 578+00.00 of said main baseline; thence extends in an easterly direction 150.00 feet distant from and parallel to said main baseline to a point bearing north  $11^{\circ}-21'-18''$  east, 150.00 feet distant from Station 594+11.08 of said main baseline; thence extends north  $11^{\circ}-21'-18''$  east, 50.00 feet to a point bearing north  $11^{\circ}-21'-18''$  east, 200.00 feet distant from Station 594+11.08 of said main baseline; thence extends in an easterly direction 200.00 feet distant from and parallel to said main baseline to a point bearing north  $0^{\circ}-03'-16''$  east, 200.00 feet distant from Station 602+00 of said main baseline; thence extends north  $80^{\circ}-57'-58''$  east, 1,071.55 feet to a point bearing north  $6^{\circ}-11'-03''$  west, 275.00 feet distant from Station 613+00.00 of said main baseline; thence extends south  $84^{\circ}-17'-27''$  east, 605.70 feet to a point bearing north  $6^{\circ}-11'-03''$  west, 150.00 feet distant from Station 618+92.66 of said main baseline; thence extends in an easterly direction 150.00 feet distant from and parallel to said main baseline to a point bearing  $11^{\circ}-37'-10''$



east, 152.98 feet distant from Station 623+29.65 of said main baseline, said point being at the end of the northerly location line.

The southerly location line of the express toll highway taking begins at a point on the westerly street line of North Street bearing south  $47^{\circ}-51'-30.94''$  west, 125.00 feet distant from Station 435+88.87 of the eastbound baseline, hereinbefore described; thence extends in an easterly direction 125.00 feet distant from and parallel to the said eastbound baseline to a point bearing south  $58^{\circ}-25'-54''$  west, 125.00 feet distant from Station 524+00.00 of said eastbound baseline; thence extends south  $58^{\circ}-25'-54''$  west, 50.00 feet to a point bearing south  $58^{\circ}-25'-54''$  west, 175.00 feet distant from Station 524+00.00 of said eastbound baseline; thence extends south  $31^{\circ}-34'-06''$  east, 72.94 feet to a point of curve, said point bearing south  $58^{\circ}-25'-54''$  west, 175.00 feet distant from Station 524+72.94 of said eastbound baseline; thence extends by a curve to the left of 4,290 feet radius, 445.22 feet to a point bearing south  $52^{\circ}-29'-08''$  west, 175.00 feet distant from Station 529+00.00 of said eastbound baseline; thence extends north  $52^{\circ}-29'-08''$  east, 50.00 feet to a point bearing south  $52^{\circ}-29'-08''$  west, 125.00 feet distant from Station 529+00.00 of said eastbound baseline; thence extends in an easterly direction 125.00 feet distant from and parallel to said eastbound baseline to a point bearing south  $11^{\circ}-21'-18''$  west, 125.00 feet distant from Station 565+13.66 of said eastbound baseline which corresponds with Station 565+13.66 of the main baseline ahead; thence in an easterly direction 150.00 feet distant from and parallel to the main baseline, hereinbefore described to a point bearing south  $11^{\circ}-21'-18''$  west, 150.00 feet distant from Station 570+00.00 of said main baseline;



thence extends south  $11^{\circ}-21'-18''$  west, 60.00 feet to a point bearing south  $11^{\circ}-21'-18''$  west, 210.00 feet distant from Station 570+00.00 of said main baseline; thence extends in an easterly direction 210.00 feet distant from and parallel to said main baseline to a point bearing south  $11^{\circ}-21'-18''$  west, 210.00 feet distant from Station 582+00.00 of said main baseline; thence extends north  $11^{\circ}-21'-18''$  east, 60.00 feet to a point bearing south  $11^{\circ}-21'-18''$  west, 150.00 feet distant from Station 582+00.00 of said main baseline; thence extends in an easterly direction 150.00 feet distant from and parallel to said main baseline to a point bearing south  $1^{\circ}-22'-40''$  east, 150.00 feet distant from Station 603+00.00 of said main baseline; thence extends south  $1^{\circ}-22'-40''$  east, 30.00 feet to a point bearing south  $1^{\circ}-22'-40''$  east, 180.00 feet distant from Station 603+00.00 of said main baseline; thence extends in an easterly direction 180.00 feet distant from and parallel to said main baseline to a point bearing south  $6^{\circ}-11'-03''$  east, 180.00 feet distant from Station 606+35.54 of said main baseline; thence extends north  $6^{\circ}-11'-03''$  west, 30.00 feet to a point bearing south  $6^{\circ}-11'-03''$  east, 150.00 feet distant from Station 606+35.54 of said main baseline; thence extends in an easterly direction 150.00 feet distant from and parallel to said main baseline to a point on the dividing line between the Town of Blandford and the Town of Russell, said point bearing south  $0^{\circ}-22'-52''$  east, 150.00 feet distant from Station 622+97.79 of said main baseline, said point being at the end of the southerly location line.

The westerly end of the expresstoll highway taking is defined by a line beginning on the westerly street line of North Street in the Town of Blandford at a point at the beginning of the southerly location line, hereinbefore described, bearing south  $47^{\circ}-51'-30.94''$  west, 125.00 feet distant from Station 435+88.87 of the eastbound baseline, hereinbefore described; thence extends



north  $18^{\circ}-34'-17''$  west, 669.905 feet along said westerly street line of North Street to a point at the beginning of the northerly location line, hereinbefore described, said point bearing north  $18^{\circ}-34'-17''$  west, 260.68 feet distant from Station 432+18.04 of the westbound baseline, hereinbefore described.

The easterly end of the express toll highway taking is defined by a line along the dividing line between the Town of Blandford and the Town of Russell beginning at a point at the end of the northerly location line, hereinbefore described; bearing north  $11^{\circ}-37'-10''$  east, 152.98 feet distant from Station 623+29.65 of the main baseline, hereinbefore described; thence extends south  $11^{\circ}-37'-10''$  west, 306.20 feet to a point at the end of the southerly location line, hereinbefore described, bearing south  $11^{\circ}-37'-10''$  west, 153.22 feet distant from Station 623+29.65 of said main baseline.

The location lines of the section of express toll highway hereby located are further defined by bounds set thereon at angle points, points of curvature and at the westerly and easterly ends of the taking hereinbefore described.

Access to and egress from, the express toll highway is restricted, being permitted across the location and taking lines, hereinbefore described, only at the places, for the purposes, and under the conditions hereinafter specified:

1. Access to, and egress from said express toll highway is allowed, subject to payment of tolls and to rules and regulations of the Massachusetts Turnpike Authority, across the lines defining the westerly and easterly ends of the taking as hereinbefore described.



Temporary easements are hereby taken, in behalf of the Massachusetts Turnpike Authority in 2 parcels of land adjoining and abutting the southerly location of the express toll highway, hereinbefore described and designated on the plan hereinafter referred to as Parcel RT-1 and RT-2. Said temporary easements consists of the right to enter and use the land for the purpose of removing structures located thereon; and are to be continued only as long as they are necessary, in the opinion of the Massachusetts Turnpike Authority, for the removal of said structures.

The aforesaid temporary easements are more fully described as follows:

PARCEL RT-1.

A parcel of land supposed to belong to the Inhabitants of the Town of Blandford begins at a point on the southerly location line of the express toll highway, hereinbefore described bearing south  $61^{\circ}-02'-42''$  west, 125.00 feet distant from Station 465+39.00 of the eastbound baseline, hereinbefore described; thence extends south  $61^{\circ}-02'-42''$  west, 85.00 feet to a point; thence extends north  $28^{\circ}-57'-18''$  west, 125.00 feet to a point; thence extends north  $61^{\circ}-02'-42''$  east, 85.00 feet to a point on the said southerly location line, said point bearing south  $61^{\circ}-02'-42''$  west, 125.00 feet distant from Station 464+14.00 of said eastbound baseline; thence extends in a southeasterly direction along said southerly location line to the point of beginning.

PARCEL RT-2.

A parcel of land supposed to belong to John A. and Mae E. Peebles begins at a point on the southerly location line of the express toll highway, hereinbefore described, said point bearing south  $46^{\circ}-23'-24''$  west, 125.00 feet distant from Station 503+51.99 of the eastbound baseline, hereinbefore described; thence extends south  $18^{\circ}-22'-30''$  west, 67.99 feet to a point; thence extends



north  $71^{\circ}-37'-30''$  west, 90.00 feet to a point; thence in a generally northerly direction to a point on the said southerly location line; thence in a westerly direction along said southerly location line 102.00 feet to the point of beginning.

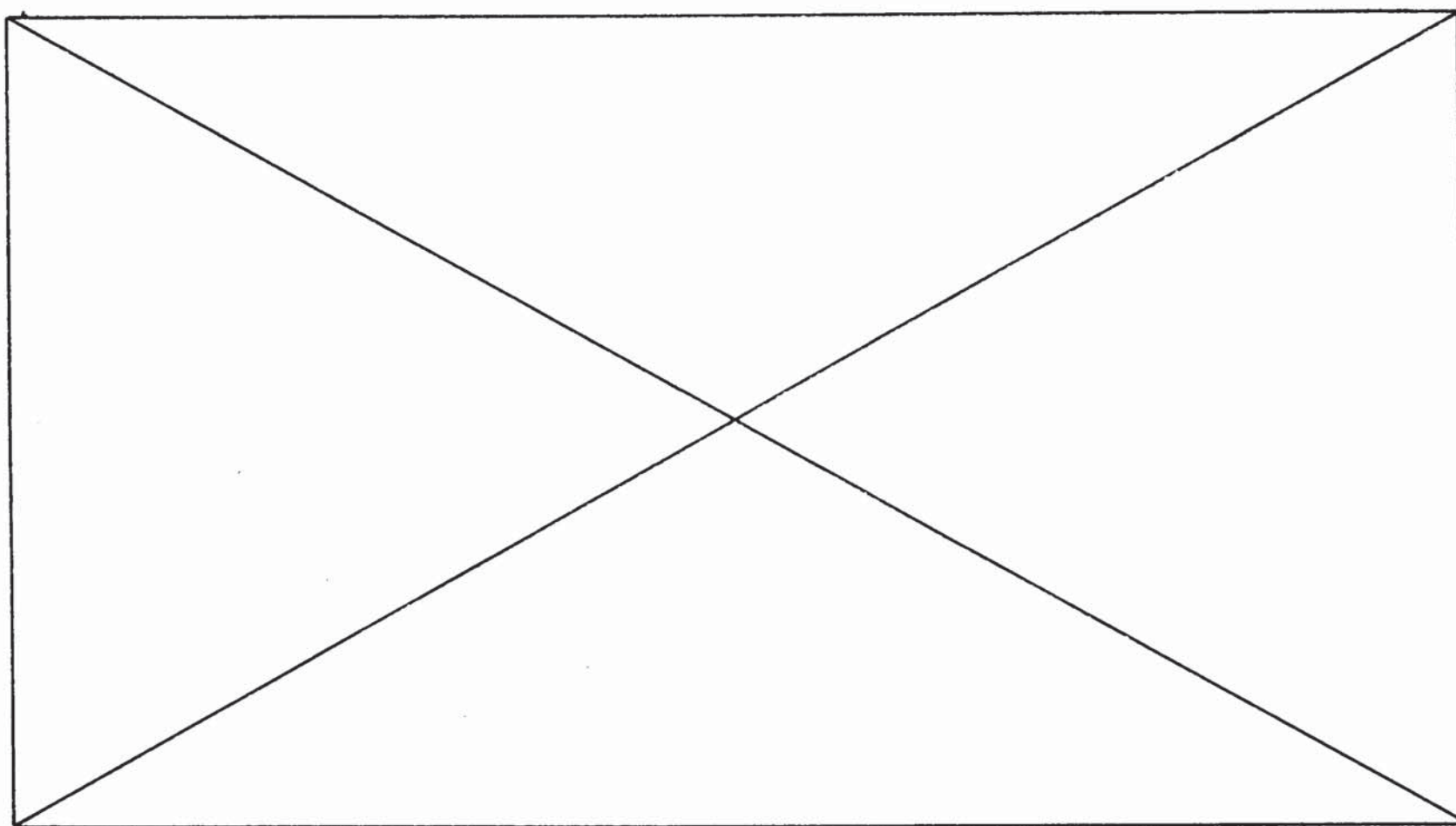
A permanent easement is hereby taken, in behalf of the Massachusetts Turnpike Authority, in a parcel of land included within the limits of the express toll highway taking, hereinbefore described, and designated on the plan of said taking as Parcel E-4, said easement consists of the right to construct, maintain, repair, and operate an express toll highway in and over said land. Said land, to the extent that it is within the relocation and/or alteration of North Street, shall remain subject to any lawful use by the public, by means of an overhead bridge and appurtenant structures in and over said land, which will not interfere with the construction, maintenance, repair, and operation of the aforesaid express toll highway.

A permanent easement is hereby taken, in behalf of the Massachusetts Turnpike Authority, in a parcel of land included within the limits of the express toll highway taking, hereinbefore described, and designated on the plan of said taking as Parcel E-5, said easement consists of the right to construct, maintain, repair, and operate an express toll highway in and over said land. Said land, to the extent that it is within the relocation and/or alteration of Russell Stage Road, shall remain subject to any lawful use by the public by means of an underpass and appurtenant structures underneath said land, which will not interfere with the construction, maintenance, repair, and operation of the aforesaid express toll highway.

Permanent easements are hereby taken, in behalf of the Massachusetts Turnpike Authority, in two parcels of land included within the limits of the express toll highway taking, hereinbefore described and designated on the plan of said taking as Parcels E-6 and E-7, said easements consisting of the right to construct, maintain, repair, and operate an express toll highway in and over said land.

The aforesaid express toll highway taking is shown on a plan signed by P. H. Kitfield, chief Engineer, prepared by the Massachusetts Turnpike Authority, and on file in its office, said plan being entitled: "Plan for the location of an Express Toll Highway known as MASSACHUSETTS TURNPIKE in the town of BLANDFORD, HAMPDEN COUNTY, as prepared by the MASSACHUSETTS TURNPIKE AUTHORITY, scale 1" = 50' date April 28, 1955", an attested copy of which is to be recorded with this order of taking in Registry of Deeds for Hampden County in the City of Springfield.

For damages sustained by persons in their property by reason of the aforesaid taking the following awards are made:





<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
36	Joseph A. Kuznicki	2.290 Ac.	\$1.00
37	Richard & Winifred M. Hooker	13.428 Ac.	1.00
38	Mary W. Goodale	3.199 Ac.	1.00
39	The Inhabitants of the Town of Blandford	7.109 Ac.	1.00
40	Mathew & Dorothy G. Russell	0.243 Ac.	1.00
41	Beatrice N. O'Brien	3.447 Ac.	1.00
41A	Beatrice N. O'Brien	3.294 Ac.	1.00
42	Ralph N. Fowler	5.325 Ac.	1.00
43	Arthur G. & Adeline R. Wyman	6.245 Ac.	1.00
44	The Inhabitants of the Town of Blandford	4.199 Ac.	1.00
45	Herbert E. & Dorothy M. Hart	56 Sq. Ft.	1.00
46	John W. Peebles	694 Sq. Ft.	1.00
47	John A. & Ina E. Peebles	0.206 Ac.	1.00
48	David H. & Esther M. Ripley	1.884 Ac.	1.00
49	Randolph Brooks	0.155 Ac.	1.00
50	Arthur & Alice Sheppard	0.55 Ac.	1.00
51	Joseph & Agnes M. Dubian, Jr.	0.437 Ac.	1.00
52	Raymond L. & Helen H. Blair	0.173 Ac.	1.00
53	Wesley H. & Constance M. Blair	0.541 Ac.	1.00
54	Frederick L. & Evelyn M. Smith	0.344 Ac.	1.00
55	Raymond L. & Helen H. Blair	5.169 Ac.	1.00
56	Arthur W. & Frances Shepard Childs	3.056 Ac.	1.00
57	Jean Briggs Newton	0.603 Ac.	1.00
58	Loring P. Lane	6.735 Ac.	1.00
59	Roger R. & Elaine B. Herrick	1.897 Ac.	1.00
60	Daniel H. & Mary E. Geary	3.800 Ac.	1.00



<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
61	Oscar J. & Esther A. Duchesneau	6.310 Ac.	\$1.00
62	Jacqueline J. Stebbins	0.661 Ac.	1.00
63	Frank B. & Ethel B. Cook	1.806 Ac.	1.00
64	George B. Fowler & Mary A. F. Whiting	19.123 Ac.	1.00
65	George B. Fowler & Mary A. F. Whiting	0.891 Ac.	1.00
67	Robert E. & Esther B. Mason	19.100 Ac.	1.00
68	Mae R. Welcome	4.585 Ac.	1.00
69	Nelson Ira Marcotte	7.294 Ac.	1.00
70	Peck Lumber Co., Inc.	13.065 Ac.	1.00
71	Ralph F. & Esther M. Slater	0.500 Ac.	1.00
E-4	Owner Unknown (North Street)	1.580 Ac.	1.00
E-5	Owner Unknown (Russell Stage Road)	0.805 Ac.	1.00
E-6	Owner Unknown (Kavlin Road)	0.677 Ac.	1.00
E-7	Owner Unknown (Sperry Road)	0.512 Ac.	1.00
RT-1	The Inhabitants of the Town of Blandford	0.244 Ac.	1.00
RT-2	John A. & Ina E. Peebles	3,860 Sq. Ft.	1.00

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners and/or occupants of land taken as aforesaid are hereby required to remove their personal property from the premises on or before the sixth day of June, 1955 (unless otherwise agreed upon).

It is therefore

Voted, That said express toll highway be located as described herein and as described and shown on said plan and that the Secretary-Treasurer of the

Massachusetts Turnpike Authority be and hereby is instructed to file in the office of the County Commissioners of Hampden County and in the office of the Clerk of the Town of Blandford certified copies of said plan, signed by at least a majority of the members of the Massachusetts Turnpike Authority attesting that the road as shown on said plan was taken as and for an express toll highway known as "Massachusetts Turnpike" or as an alteration and/or relocation in connection therewith, by the Massachusetts Turnpike Authority in accordance with the provision of Chapter 354 of the Acts of 1952.

Dated at Boston this twenty-eighth day of April, 1955.

<u>William T. Cassin</u>	} MASSACHUSETTS TURNPIKE AUTHORITY
Chairman	
<u>Benjamin H. West</u>	
Vice-Chairman	
<u>John R. Kewer</u>	
Member	

1955

Blandford



STATE LAYOUT PLAN #37-1  
I-90, Mass. Pike. Further takings North St.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 55 PAGE 47

INDEXING

STATE LAYOUT PLAN #37-1

- Image Info SH51002 Blandford
- Image Info SH51002 I-90
- Image Info SH51002 Mass. Pike
- Image Info SH51002 North Street





COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. ~~37~~, Alteration 1

Hampden SS.

~~City~~/Town Blanford

March 5, 19 56 11:22 A.M.

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated February 9, 1956, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the ~~city~~ or town of Blanford, as shown on said plan.

Attest:



Clerk of Courts



MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 37  
Alteration No. 1  
Town of Blandford  
County of Hampden

WHEREAS, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, under date of April 28, 1955, for the purpose of constructing, maintaining, repairing and operating, as an express toll highway, in accordance with the location approved by the state department of public works on November 19, 1953, did locate as an express toll highway, a road in the Town of Blandford, County of Hampden, as shown on a plan of said express toll highway on file in the office of the Massachusetts Turnpike Authority, copies of which plan have been filed in the office of the County Commissioners of said Hampden County at Springfield and in the office of the Clerk of the Town of Blandford; and

WHEREAS, it now appears advisable to make certain changes in the northerly and southerly location lines of said express toll highway in the Town of Blandford;

NOW, THEREFORE, acting under provisions of Chapter 354 of the Acts of 1952, the Massachusetts Turnpike Authority hereby deems it necessary for carrying out the provisions of said Chapter 354 of the Acts of 1952 that the location of said express toll highway in the Town of Blandford, County of Hampden, as described in Order of Taking No. 37 and as described and shown in the plan therein referred to, recorded in Hampden Deeds in Book 2385 at Page 206, be altered as hereinafter described.

The northerly location line of the express toll highway in the Town of Blandford, County of Hampden, as described in Order of Taking No. 37 hereinbefore referred to, is hereby altered, beginning at a point on said northerly location line of the express toll highway, as described in said Order of Taking No. 37, bearing north 51°-09'-54" east, 125.00 feet distant from station 440 + 75.00 of the westbound base line of the express toll highway, as described in said Order of Taking No. 37; thence extends south 82°-02'-06" east, 215.99 feet



to a point bearing north  $52^{\circ}-43'-18''$  east, 275.00 feet distant from station 442 + 25.00 of said westbound base line; thence extends in a southerly direction by a curve to the right of 5795.91 feet radius, 262.45 feet to a point bearing north  $55^{\circ}-18'-58''$  east, 275.00 feet distant from station 444 + 75.00 of the westbound base line; thence extends north  $55^{\circ}-18'-58''$  east, 250.00 feet to a point bearing north  $55^{\circ}-18'-58''$  east, 525.00 feet distant from station 444 + 75.00 of said westbound base line; thence extends in a southerly direction by a curve to the right of 6045.91 feet radius, 604.51 feet to a point bearing north  $61^{\circ}-02'-42''$  east, 525.00 feet distant from station 451 + 75.00 of said westbound base line; thence extends south  $61^{\circ}-02'-42''$  west, 250.00 feet to a point bearing north  $61^{\circ}-02'-42''$  east, 275.00 feet distant from station 451 + 75.00 of said westbound base line; thence extends south  $28^{\circ}-57'-18''$  east, 200.00 feet to a point bearing north  $61^{\circ}-02'-42''$  east, 275.00 feet distant from station 453 + 75.00 of said westbound base line; thence extends south  $2^{\circ}-23'-24''$  east, 335.41 feet to a point on the said northerly location line of the express toll highway bearing north  $61^{\circ}-02'-42''$  east, 125.00 feet distant from station 456 + 75.00 of said westbound base line.

The provisions in the aforesaid Order of Taking No. 37 relative to access to and egress from the express toll highway shall apply to the northerly location line of the express toll highway as hereby altered, except that access, subject to rules and regulations of the Massachusetts Turnpike Authority, is permitted at the location on the relocated northerly location line of the express toll highway as hereinafter described.

Beginning at a point on the relocated northerly location line of the express toll highway as hereinbefore described, said point bearing north  $55^{\circ}-18'-58''$  east, 375.00 feet distant from station 444 + 75.00 of the westbound base line of the express toll highway hereinbefore referred to; thence extends south  $55^{\circ}-18'-58''$  west, 100.00 feet to a point bearing north  $58^{\circ}-18'-58''$  east, 275.00 feet distant from station 444 + 75.00 of the said westbound base line of the express toll highway.

The provisions in the aforesaid Order of Taking No. 37 relative to access to and egress from the express toll highway shall not apply to the northerly location line of the aforesaid express toll highway as described in said Order of Taking No. 37 between a point on said northerly location line bearing north  $51^{\circ}-09'-54''$  east, 125.00 feet distant from station 440 + 75.00 of the westbound base line of the express toll highway, as described in Order of Taking No. 37 and a point on the said northerly location line of the express toll highway bearing north  $61^{\circ}-02'-42''$  east, 125.00 feet distant from station 456 + 75.00 of the said westbound base line of the express toll highway.



For the purpose of changing the location of the northerly location line of the express toll highway in the Town of Blandford, County of Hampden, as described in Order of Taking No. 37, and for the purpose of carrying out the provisions of Chapter 354 of the Acts of 1952, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality does hereby take, under the provisions of Chapter 79 of the General Laws and the said Chapter 354 of the Acts of 1952, all the land within the limits of the takings hereinafter-described, including all trees and structures (not including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and for telephone communication, however affixed to the realty) located thereon, situated in the Town of Blandford, County of Hampden, all the land being taken in fee simple, the supposed owners thereof shown on a plan hereinafter referred to, being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements, licenses and permits for wires, pipes, conduits and other appurtenances for the conveyance of water, sewage, gas and electricity and for telephone communication now lawfully in or upon said premises hereby taken, but with the provision that all said facilities shall be located under/or in or attached to a bridge over the aforesaid express toll highway.

The express toll highway, the northerly location line and the westbound base line hereinbefore and hereinafter referred to are fully described in Order of Taking No. 37 of the Massachusetts Turnpike Authority and recorded in the Registry of Deeds for Hampden County in Book 2385 at Page 206.

The takings as aforesaid are more fully described as follows:



Beginning at a point on the northerly location line of the express toll highway hereinbefore referred to, said point being also on the easterly street line of North Street, bearing north  $42^{\circ}-46'-29''$  east, 125.00 feet distant from station 431 + 85.75 of the westbound base line hereinbefore referred to; thence extends north  $18^{\circ}-34'-17''$  west along said easterly street line of North Street 208.54 feet to a point bearing north  $42^{\circ}-46'-29''$  east, 225.00 feet distant from station 430 + 12.74 of the said westbound base line; thence extends south  $47^{\circ}-13'-31''$  east, 253.78 feet to a point of curve, bearing north  $42^{\circ}-46'-29''$  east, 225.00 feet distant from station 432 + 66.53 of the said westbound base line; thence extends in a southwesterly direction by a curve to the right of 5745.91 feet radius, 801.70 feet to a point bearing north  $50^{\circ}-46'-08''$  east, 225.00 feet distant from station 440 + 36.83 of the said westbound base line; thence extends south  $82^{\circ}-02'-06''$  east, 217.57 feet to a point bearing north  $52^{\circ}-19'-13''$  east, 375.00 feet distant from station 441 + 86.33 of the said westbound base line; thence extends in a southeasterly direction by a curve to the right of 5895.91 feet radius, 308.28 feet to a point bearing north  $55^{\circ}-18'-58''$  east, 375.00 feet distant from station 444 + 75.00 of the said westbound base line; thence extends north  $55^{\circ}-18'-58''$  east, 150.00 feet to a point bearing north  $55^{\circ}-18'-58''$  east, 525.00 feet distant from station 444 + 75.00 of the said westbound base line; thence extends in a southeasterly direction by a curve to the right of 6045.91 feet radius, 604.51 feet to a point bearing north  $61^{\circ}-02'-42''$  east, 525.00 feet distant from station 450 + 27.02 of the said westbound base line; thence extends south  $28^{\circ}-57'-18''$  east, 147.98 feet to a point bearing north  $61^{\circ}-02'-42''$  east, 525.00 feet distant from station 451 + 75.00 of the said westbound base line; thence extends south  $61^{\circ}-02'-42''$  west, 250.00 feet to a point bearing north  $61^{\circ}-02'-42''$  east, 275.00 feet distant from station 451 + 75.00 of the said westbound base line; thence extends south  $28^{\circ}-57'-18''$  east, 200.00 feet to a point bearing north  $61^{\circ}-02'-42''$  east, 275.00 feet distant from station 453 + 75.00 of the said westbound base line; thence extends south  $2^{\circ}-23'-24''$  east, 335.41 feet to a point on the said northerly location line of the express toll highway, bearing north  $61^{\circ}-02'-42''$  east, 125.00 feet distant from station 456 + 75.00 of the said westbound base line; thence extends in a northwesterly direction along the said northerly location line of the express toll highway to the point of beginning.

The southerly location line of the express toll highway in the Town of Blandford, County of Hampden, as described in Order of Taking No. 37 hereinbefore referred to, is hereby altered, beginning at a point on the southerly location line of the express toll highway as described in said Order of Taking No. 37, said point also being on the easterly street line of North Street, bearing south  $50^{\circ}-38'-38''$  west, 125.00 feet distant from station 438 + 57.27 of the eastbound base line of the express toll highway as described in said Order of Taking No. 37; thence extends south  $18^{\circ}-34'-17''$  east along said easterly street line of North Street 1286.62 feet to a point bearing south  $61^{\circ}-02'-42''$  west, 445.56 feet distant from station 451 + 75.00 of the said eastbound base line; thence extends north  $61^{\circ}-02'-42''$  east, 170.56 feet to a point bearing south  $61^{\circ}-02'-42''$  west, 275.00 feet distant from station 451 + 75.00 of the said eastbound base line; thence extends south  $28^{\circ}-57'-18''$  east, 250.00 feet to a point bearing south  $61^{\circ}-02'-42''$  west, 275.00 feet distant from station 454 + 25.00 of the said eastbound base line; thence extends south  $73^{\circ}-57'-18''$  east, 212.13 feet to a point on the said southerly location line of the express toll highway, bearing south  $61^{\circ}-02'-42''$  west, 125.00 feet distant from station 456 + 75.00 of the said eastbound base line.



The provisions in the aforesaid Order of Taking No. 37 relative to access to and egress from the express toll highway shall apply to the southerly location line of said express toll highway, as hereby altered, except that access, subject to rules and regulations of the Massachusetts Turnpike Authority, is permitted at the location on the relocated southerly location line of the express toll highway as hereinafter described:

Beginning at a point on the easterly street line of North Street, bearing south  $61^{\circ}-02'-42''$  west, 445.56 feet distant from station 451 + 75.00 of the eastbound base line of the express toll highway as described in Order of Taking No. 37; thence extends along said easterly street line of North Street north  $18^{\circ}-34'-17''$  east, 616.47 feet to a point.

The provisions in the aforesaid Order of Taking No. 37 relative to access to and egress from the express toll highway shall not apply to the southerly location line of the express toll highway as described in said Order of Taking No. 37 between a point on said southerly location line bearing south  $61^{\circ}-02'-42''$  west, 125.00 feet distant from station 455 + 75.00 of the eastbound base line of the express toll highway as described in said Order of Taking No. 37 and a point on the said southerly location line of the express toll highway bearing south  $50^{\circ}-38'-38''$  west, 125.00 feet distant from station 438 + 57.27 of the said eastbound base line of the express toll highway.

For the purpose of changing the location of the southerly location line of the express toll highway in the Town of Blandford, County of Hampden, as described in Order of Taking No. 37, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, does hereby take, under the provisions of Chapter 79 of the General Laws and Chapter 354 of the Acts of 1952, all the land within the limits of the takings hereinafter described, including all trees and structures (not including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and for telephone communication, however affixed to the realty) located thereon,



situated in the Town of Blandford, County of Hampden, all the land being taken in fee simple, the supposed owners thereof shown on a plan hereinafter referred to, being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements, licenses and permits for wires, pipes, conduits and other appurtenances for the conveyance of water, sewage, gas and electricity and for telephone communication now lawfully in or upon the premises.

The express toll highway, the southerly location line and the eastbound base line hereinbefore and hereinafter referred to are fully described in Order of Taking No. 37 of the Massachusetts Turnpike Authority and recorded in the Registry of Deeds for Hampden County in book 2385 at page 206.

The takings for the aforesaid alteration of the southerly location line is more fully described as follows:

Beginning at a point on the southerly location line of the express toll highway as described in Order of Taking No. 37, said point being also on the easterly street line of North Street bearing south  $50^{\circ}-38'-38''$  west, 125.00 feet distant from station 433 + 57.27 of the eastbound base line of the express toll highway hereinbefore referred to; thence extends south  $18^{\circ}-34'-17''$  east along the said easterly street line of North Street 1286.62 feet to a point bearing south  $61^{\circ}-02'-42''$  west, 445.56 feet distant from station 451 + 75.00 of the said eastbound base line; thence extends north  $61^{\circ}-02'-42''$  east, 170.56 feet to a point bearing south  $61^{\circ}-02'-42''$  west, 275.00 feet distant from station 451 + 75.00 of the said eastbound base line; thence extends south  $28^{\circ}-57'-18''$  east, 250.00 feet to a point bearing south  $61^{\circ}-02'-42''$  west, 275.00 feet distant from station 454 + 25.00 of the said eastbound base line; thence extends south  $73^{\circ}-57'-18''$  east, 212.13 feet to a point on the said southerly location line of the express toll highway, bearing south  $61^{\circ}-02'-42''$  west, 125.00 feet distant from station 455 + 75.00 of the said eastbound base line; thence extends in a northwesterly direction along the said southerly location line of the express toll highway to the point of beginning.

The lines defining the takings on the northerly and southerly side of the express toll highway and the altered northerly and southerly location line as hereinbefore described are further defined by bounds set at angle points and points of curvature.



The aforesaid express toll highway takings and the northerly and southerly location lines of the express toll highway as hereinbefore altered are shown on a plan signed by P. H. Kitfield, Chief Engineer, prepared by the Massachusetts Turnpike Authority and on file in its office, said plan being entitled: "Plan for the Location of an Express Toll Highway known as 'Massachusetts Turnpike' in the Town of Blandford, Hampden County, as prepared by the Massachusetts Turnpike Authority, scale: 1" = 50' date: February 9, 1956" an attested copy of which is to be filed in the Registry of Deeds for Hampden County at Springfield.

For damages sustained by persons in their property by reason of the aforesaid takings, the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
150	Joseph A. Kuznicki	1.887 ac.	\$1.00
151	Richard & Winifred M. Hooker	1.508 ac.	1.00
152	Richard & Winifred M. Hooker	9.072 ac.	1.00
153	Mary W. Goodale	301 sq.ft.	1.00
154	Mary W. Goodale	1335 sq.ft.	1.00
155	Richard & Winifred M. Hooker	5.996 ac.	1.00

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

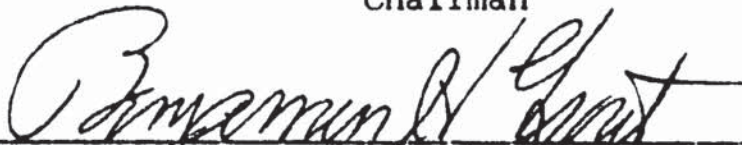
The owners and/or occupants of land taken as aforesaid are hereby required to remove their personal property from the premises on or before the twenty-sixth day of March, 1956 (unless otherwise agreed upon).

It is therefore

Voted, That the northerly and southerly location lines be altered as described herein and as described and shown on said plan; that the taking on the northerly and southerly side of the express toll highway be located as described herein and as described and shown on said plan; and that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file in the office of the County Commissioners of Hampden County and in the office of the Clerk of the Town of Blandford certified copies of said plan, signed by at least a majority of the members of the Massachusetts Turnpike Authority attesting that the road as shown on said plan was taken as and for an express toll highway known as 'Massachusetts Turnpike' or as an alteration and/or relocation in connection therewith by the MASSACHUSETTS TURNPIKE AUTHORITY in accordance with the provisions of Chapter 354 of the Acts of 1952.

Dated at Boston this      ninth                      day of      February,              1956.

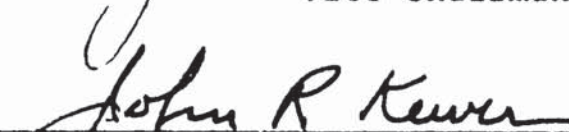
\_\_\_\_\_  
Chairman

  
\_\_\_\_\_  
Vice Chairman

MASSACHUSETTS

TURNPIKE

AUTHORITY

  
\_\_\_\_\_  
Member



1956

Blandford



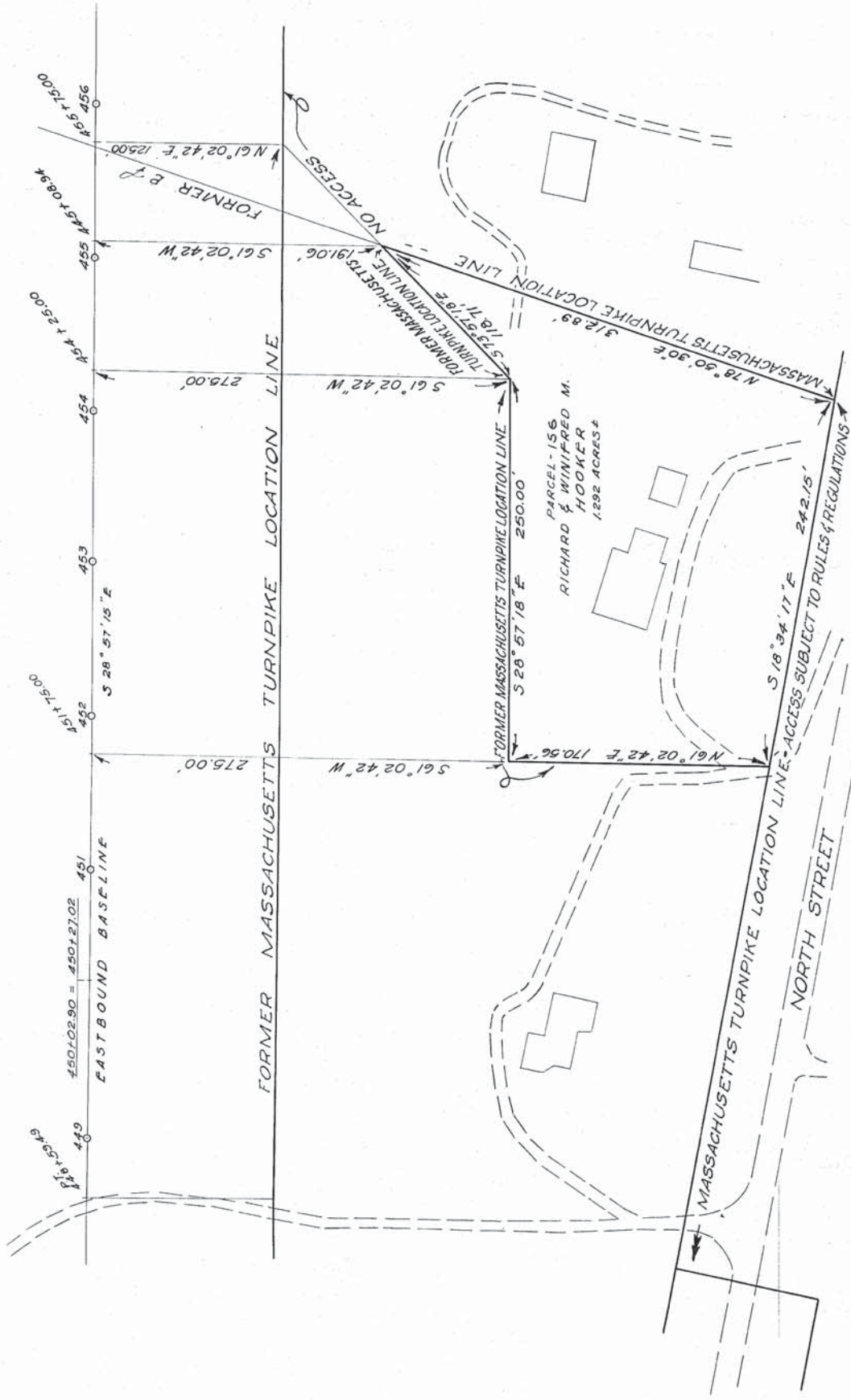
STATE LAYOUT PLAN #37-2  
I-90, Mass. Pike, Takings along North St.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 56 PAGE 119-121

INDEXING

STATE LAYOUT PLAN #37-2

- Image Info SH51003 Blandford
- Image Info SH51003 I-90
- Image Info SH51003 Mass. Pike
- Image Info SH51003 North Street



Plan for the location of an  
Express Toll Highway  
known as  
MASSACHUSETTS TURNPIKE  
in the town of  
BLANDFORD  
HAMPDEN COUNTY  
as prepared by the  
MASSACHUSETTS TURNPIKE AUTHORITY  
scale : 1" = 50'

ALTERATION NO. 2  
ORDER OF TAKING NUMBER 37

A TRUE COPY, ATTEST

*A. P. Buchanan*  
SECRETARY - TREASURER

CHIEF ENGINEER

This certifies that the location of the road as shown on this plan was taken as and for an express toll highway known as MASSACHUSETTS TURNPIKE or as an alteration and or relocation in connection therewith by the MASSACHUSETTS TURNPIKE AUTHORITY on JUNE 14 1956 in accordance with the provisions of Chapter 354 of the Acts of 1952

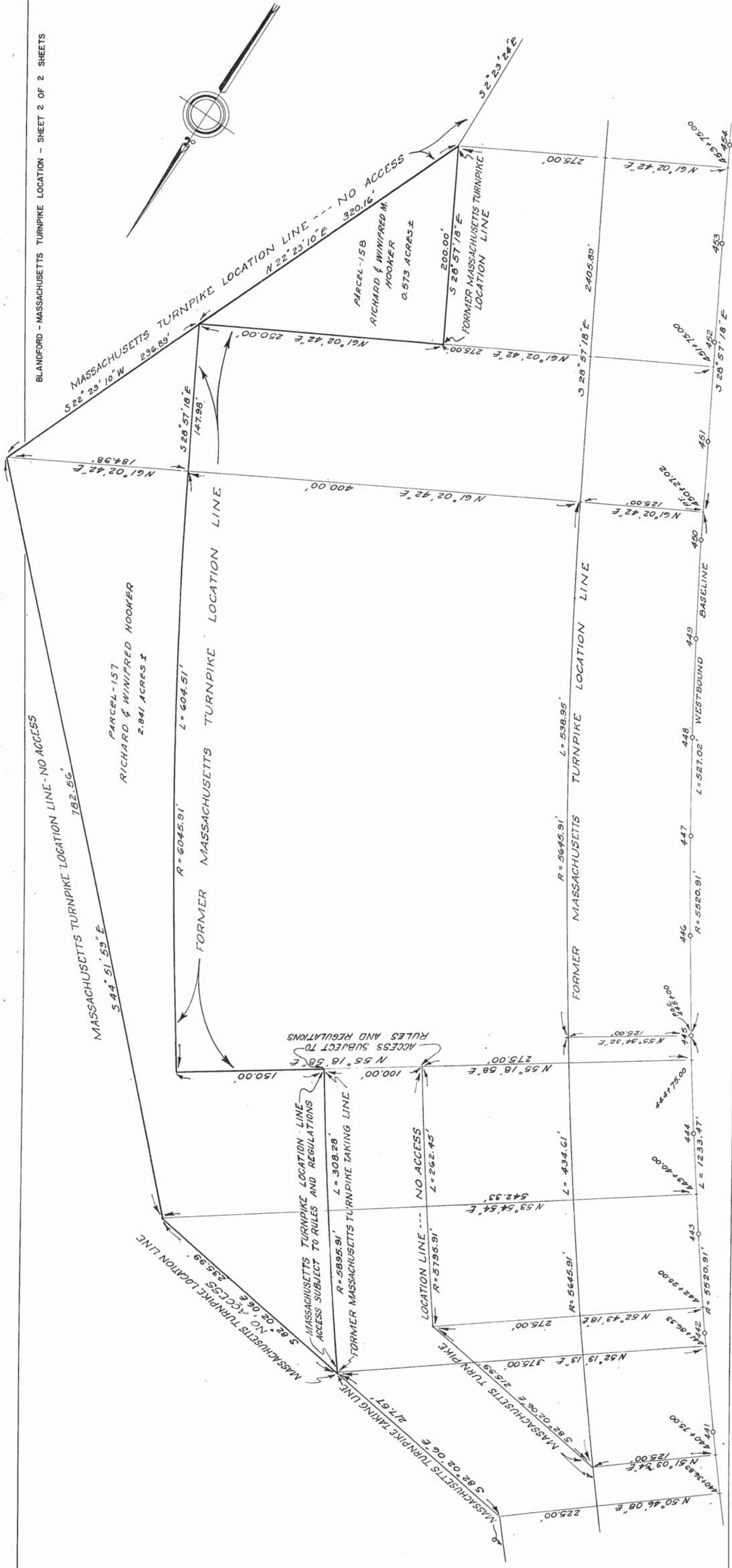
William F. Carroll  
CHAIRMAN

Members John K Kemp  
VICE-CHAIRMAN Ernesta V. Hunt

MEMBER-MASSACHUSETTS TURNPIKE AUTHORITY

APPROVED: J. Henry Dean  
HOWARD, NEEDLES, TAMMEN & BERGENDORF





COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 37, Alter. 2

Hampden SS.

City/Town Blandford

July 5, 1956 10:17 A.M.

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated June 14, 1956, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the ~~city of~~ town of Blandford, as shown on said plan.

Attest:

*Edward G. Shea*

Clerk of Courts



MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No 37  
Alteration No 2  
Town of Blandford  
County of Hampden

WHEREAS, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, under date of April 28, 1955, for the purpose of constructing, maintaining, repairing and operating, as an express toll highway, in accordance with the location approved by the state department of public works on November 19, 1953, did locate as an express toll highway, a road in the Town of Blandford, County of Hampden, as shown on a plan of said express toll highway and on file in the office of the Massachusetts Turnpike Authority, copies of which have been filed in the office of the County Commissioners of said Hampden County at Springfield and in the office of the Clerk of the Town of Blandford, and

WHEREAS, it now appears advisable to make certain changes in the northerly and southerly location lines of said express toll highway in the Town of Blandford,

NOW, THEREFORE, acting under provisions of Chapter 354 of the Acts of 1952, the Massachusetts Turnpike Authority hereby deems it necessary for carrying out the provisions of said Chapter 354 of the Acts of 1952 that the location of said express toll highway in

the Town of Blandford, County of Hampden as described in Order of Taking No. 37 and as described and shown in the plan therein referred to, recorded in Hampden Deeds in Book 2385 at Page 206 and as altered in Alteration No. 1 to Order of Taking No. 37 and as described and shown in the plan therein referred to, recorded in Hampden Deeds in Book 2453 at page 503, be altered as hereinafter described.

The southerly location line of the express toll highway in the Town of Blandford, County of Hampden, as described in Alteration No. 1 to Order of Taking No. 37 hereinbefore referred to, is hereby altered, beginning at a point on the said altered southerly location line of the express toll highway bearing south  $61^{\circ}-02'-42''$  west 191.06 feet distant from station 445 + 08.94 of the eastbound baseline of the express toll highway as described in Order of Taking No. 37 hereinbefore referred to; thence extends south  $78^{\circ}-50'-30''$  west 312.89 feet to a point on the easterly street line of North Street; thence extends north  $18^{\circ}-34'-17''$  west along said easterly street line of North Street 242.15 feet to a point bearing south  $61^{\circ}-02'-42''$  west 445.56 feet distant from station 451 + 75.00 of the said eastbound baseline of the express toll highway.

The provisions in the aforesaid Order of Taking relative to access to and egress from the express toll highway shall apply to the southerly location line of the express toll highway as hereby altered except that access, subject to rules and regulations of the Massachusetts Turnpike Authority, is permitted at the location of the re-located southerly location line of the express toll highway as hereinafter described.



Beginning at a point on the easterly street line of North Street bearing south  $61^{\circ}-02'-42''$  west 445.56 feet distant from station 451 + 75.00 of the eastbound baseline of the express toll highway as described in Order of Taking No. 37; thence extends south  $16^{\circ}-34'-17''$  east along the said easterly street line of North Street 242.15 feet to a point.

The provisions in the aforesaid Order of Taking No. 37 relative to access to and egress from the express toll highway shall not apply to the southerly location line of the aforesaid express toll highway as described in Alteration No. 1 to Order of Taking No. 37 between a point on said altered southerly location line bearing south  $61^{\circ}-02'-42''$  west 445.56 feet distant from station 451 + 75.00 of the eastbound baseline of the express toll highway as described in Order of Taking No. 37 and a point on the said altered southerly location line bearing south  $61^{\circ}-02'-42''$  west 191.06 feet distant from station 445 + 08.94 of the said eastbound baseline of the express toll highway.

For the purpose of changing the location of the southerly location line of the express toll highway as described in Alteration No. 1 to Order of Taking No. 37, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, does hereby take, under the provisions of Chapter 79 of the General Laws and Chapter 354 of the Acts of 1952, all the land within the limits of the takings hereinafter described, including all trees and structures (not including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and for telephone communication, however affixed to the realty) located thereon, situated in the Town of Blandford, County of Hampden, all the land being taken in fee simple, the supposed owners thereof shown on a plan hereinafter referred to, being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements, licenses, and permits for wires, pipes, conduits and other appurtenances for the conveyance of water, sewage, gas and electricity and for telephone communication now lawfully in or upon the premises.



The express toll highway and the eastbound baseline hereinbefore and hereinafter referred to are described in Order of Taking No. 37 of the Massachusetts Turnpike Authority and recorded in the Registry of Deeds for Hampden County in book 2385 at page 206. The altered southerly location line hereinbefore and hereinafter referred to is described in Alteration No. 1 to Order of Taking No. 37 of the Massachusetts Turnpike Authority and recorded in the Registry of Deeds for Hampden County in book 2453 at page 503.

The takings for the aforesaid alteration of the southerly location line is more fully described as follows:

Beginning at a point on the southerly location line of the express toll highway as described in Alteration No. 1 to Order of Taking No. 37, said point bearing south  $61^{\circ}-02'-42''$  west 275.00 feet distant from station 451 + 75.00 of the eastbound baseline of the express toll highway as described in Order of Taking No. 37; thence extends south  $61^{\circ}-02'-42''$  west 170.56 feet to a point on the easterly street line of North Street bearing south  $61^{\circ}-02'-42''$  west 445.56 feet distant from station 451 + 75.00 of the said eastbound baseline; thence extends south  $18^{\circ}-34'-17''$  east along said easterly street line of North Street 242.15 feet to a point; thence extends north  $78^{\circ}-50'-30''$  east 312.89 feet to a point on the said southerly location line bearing south  $61^{\circ}-02'-42''$  west 191.06 feet distant from station 445 + 08.94 of the said eastbound baseline; thence extends northwesterly and northerly along said southerly location line as described in Alteration No. 1 to Order of Taking No. 37 to the point of beginning.

The northerly location line of the express toll highway in the Town of Blandford as described in Alteration No. 1 to Order of Taking No. 37 hereinbefore referred to is hereby altered beginning at a point on the said altered northerly location line of the express toll highway bearing north  $61^{\circ}-02'-42''$  east 275.00 feet distant from station 453 + 75.00 of the westbound baseline of the express toll highway as described in Order of Taking No. 37; thence extends north  $22^{\circ}-23'-10''$  east 557.05 feet to a point bearing north  $61^{\circ}-02'-42''$  east 709.98 feet distant from station 450 + 27.02 of the said westbound baseline; thence extends north  $44^{\circ}-51'-59''$  west 782.56 feet to a point bearing north  $53^{\circ}-54'-54''$  east 542.33 feet distant from station 443 + 40.00 of the said westbound baseline; thence extends north  $82^{\circ}-02'-06''$  west 235.99 feet to a point bearing north  $52^{\circ}-19'-13''$  east 375.00 feet distant from station 441 + 86.33 of the said westbound baseline; thence extends in a southeasterly direction by a curve to the right of 5895.91 feet radius 308.28 feet to a point on the said altered



northerly location line bearing north  $55^{\circ}-18'-58''$  east 375.00 feet distant from station 444 + 75.00 of the said westbound baseline.

The provisions in the aforesaid Order of Taking No. 37 relative to access to and egress from the express toll highway shall apply to the northerly location line of the express toll highway, as hereby altered except that access, subject to rules and regulations of the Massachusetts Turnpike Authority is permitted at the location on the relocated northerly location line of the express toll highway as hereinafter described:

Beginning at a point on the relocated northerly location line of the express toll highway as hereinbefore described, said point bearing north  $52^{\circ}-19'-13''$  east 375.00 feet distant from station 441 + 86.33 of the westbound baseline hereinbefore referred to; thence extends in a southeasterly direction by a curve to the right of 5895.91 feet radius 308.28 feet to a point bearing north  $55^{\circ}-18'-58''$  east 375.00 feet radius from station 444 + 75.00 of said westbound baseline of the express toll highway.

The provisions in the aforesaid Order of Taking No. 37 relative to access to and egress from the express toll highway shall not apply to the northerly location line of the aforesaid express toll highway as described in Alteration No. 1 to Order of Taking No. 37 between a point on the said altered northerly location line bearing north  $55^{\circ}-18'-58''$  east 375.00 feet distant from station 444 + 75.00 of the westbound baseline of the express toll highway as described in Order of Taking No. 37 and a point on said altered northerly location line bearing north  $16^{\circ}-02'-42''$  east 275.00 feet distant from station 453 + 75.00 of the said westbound baseline of the express toll highway.

For the purpose of changing the northerly location line of the express toll highway in the Town of Blandford, County of Hampden, as described in Alteration No. 1 to Order of Taking No. 37, and for the purpose of carrying out the provisions of Chapter 354 of the Acts of 1952, the Massachusetts Turnpike Authority, a body politic and



corporate and a public instrumentality does hereby take, under the provisions of Chapter 79 of the General Laws and the said Chapter 354 of the Acts of 1952, all the land within the limits of the takings hereinafter described, including all trees and structures (not including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and for telephone communication, however affixed to the realty) located thereon, situated in the Town of Blandford, County of Hampden, all the land being taken in fee simple, the supposed owners thereof shown on a plan hereinafter referred to, being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements, licenses and permits for wires, pipes, conduits and other appurtenances for the conveyance of water, sewage, gas and electricity and for telephone communication now lawfully in or upon said premises hereby taken.

The express toll highway and the westbound baseline hereinbefore and hereinafter referred to are fully described in Order of Taking No. 37 of the Massachusetts Turnpike Authority and recorded in the Registry of Deeds for Hampden County in Book 2385 at Page 206. The altered northerly location line hereinbefore and hereinafter referred to is described in Alteration No. 1 to Order of Taking No. 37 of the Massachusetts Turnpike Authority and recorded in the Registry of Deeds for Hampden County in Book 2453 at Page 503.

The takings as aforesaid are more fully described as follows:



Beginning at a point on the relocated northerly location line of the express toll highway as described in Alteration No. 1 to Order of Taking No. 37, said point bearing north  $61^{\circ}-02'-42''$  east 275.00 feet distant from station 453 + 75.00 of the westbound baseline of the express toll highway as described in Order of Taking No. 37; thence extends north  $22^{\circ}-23'-10''$  east 557.05 feet to a point bearing north  $61^{\circ}-02'-42''$  east 709.98 feet distant from station 450 + 27.02 of the said westbound baseline; thence extends north  $44^{\circ}-51'-59''$  west 782.56 feet to a point bearing north  $53^{\circ}-54'-54''$  east 542.33 feet distant from station 443 + 40.00 of the said westbound baseline; thence extends north  $82^{\circ}-02'-06''$  west 235.99 feet to a point bearing north  $52^{\circ}-19'-13''$  east 375.00 feet distant from station 441 + 86.33 of the said westbound baseline; thence extends in a southeasterly direction by a curve to the right of 5895.91 feet radius 308.28 feet to a point on the said altered northerly location line bearing north  $55^{\circ}-18'-58''$  east 375.00 feet distant from station 444 + 75.00 of the said westbound baseline; thence extends in a generally southerly direction along the said altered northerly location line as described in Alteration No. 1 to Order of Taking No. 37 to the point of beginning.

The lines defining the takings of the southerly and northerly side of the express toll highway and the altered southerly and northerly location lines as hereinbefore described are further defined by bounds set at angle points and points of curvature.

The aforesaid express toll highway takings and the northerly and southerly location lines of the express toll highway as hereinbefore altered are shown on a plan signed by P. H. Kitfield, Chief Engineer, prepared by the Massachusetts Turnpike Authority and on file in its office, said plan being entitled: "Plan for the location of an Express Toll Highway known as 'Massachusetts Turnpike' in the Town of Blandford, Hampden County, as prepared by the Massachusetts Turnpike Authority, scale: 1" = 50' date: June 14, 1956" an attested copy of which is to be filed in the Registry of Deeds for Hampden County at Springfield.

For damages sustained by persons in their property by reason of the aforesaid takings, the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
156	Richard & Winifred M. Hooker	1.292 Ac.	\$1.00
157	Richard & Winifred M. Hooker	2.841 Ac.	\$1.00
158	Richard & Winifred M. Hooker	0.573 Ac.	\$1.00

The names of owners herein given although supposed to be correct, are such only as matters of opinion and belief.

The owners and/or occupants of land taken as aforesaid are hereby required to remove their personal property from the premises on or before the **fourth** day of **August**, 1956 (unless otherwise agreed upon).

It is therefore

Voted, That the northerly and southerly location lines be altered as described herein and as described and shown on said plan; that the taking on the northerly and southerly side of the express toll highway be located as described herein and as described and shown on said plan; and that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file in the office of the County Commissioners of Hampden County and in the office of the Clerk of the Town of Blandford certified copies of said plan, signed by at least a majority of the members of the Massachusetts Turnpike Authority attesting that the road as shown on said plan was taken as and for an express toll highway known as 'Massachusetts Turnpike' or as an alteration and/or relocation in connection therewith




by the MASSACHUSETTS TURNPIKE AUTHORITY in accordance with the provisions of Chapter 354 of the Acts of 1952.

Dated at Boston this **fourteenth** day of **June**, 1956.

  
Chairman

  
Vice-Chairman

  
Member

MASSACHUSETTS  
TURNPIKE  
AUTHORITY

Massachusetts Turnpike Authority

Order of Taking No. 37  
Alteration No. 2  
Town of Blandford  
County of Hampden

*Filed*  
*July 5, 1956*

*From the office of*

MASS. TURNPIKE AUTH.  
80 BOYLSTON ST.  
BOSTON - MASS.



1955

Blandford



**STATE LAYOUT PLAN #54**  
**I-90, Mass. Pike, Otis line to North St. & North St. Relocation**

**SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 50 PAGE 78-126**

**INDEXING**

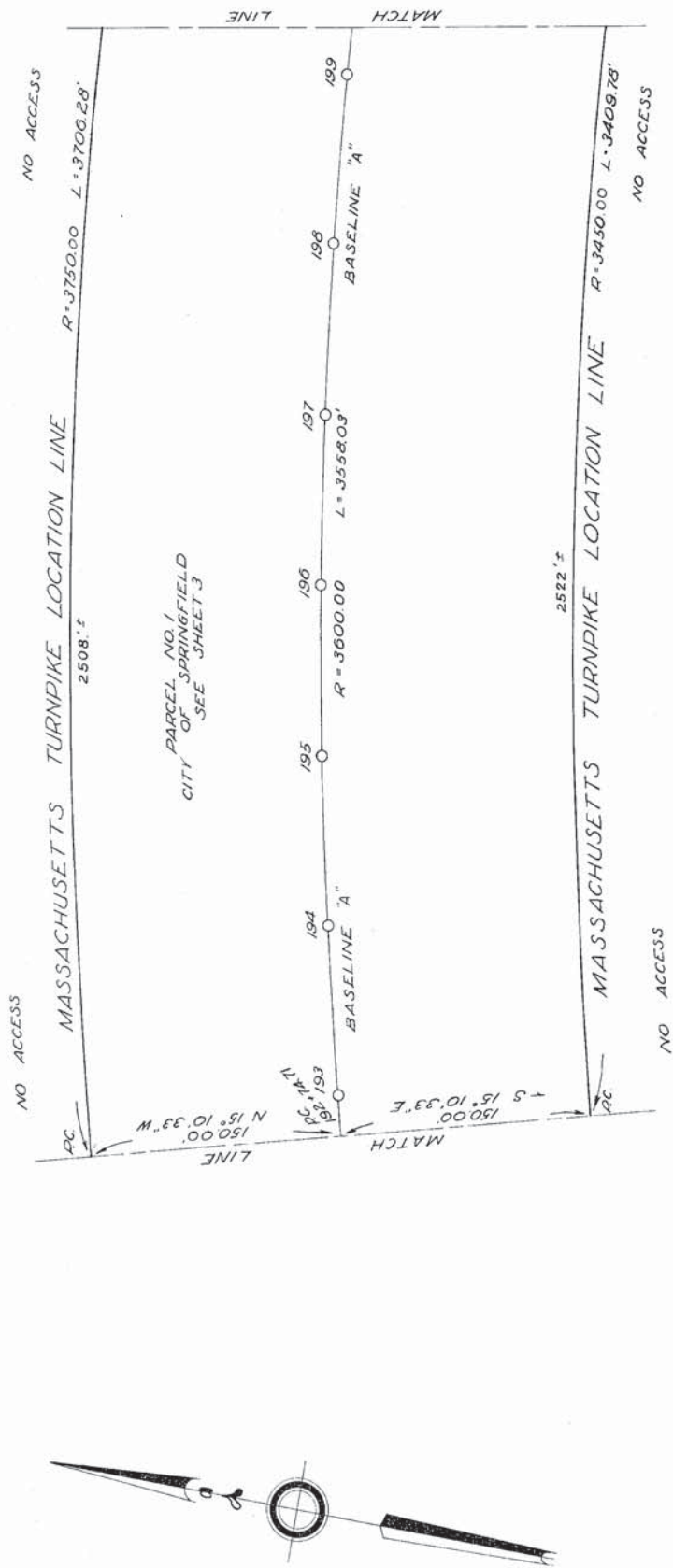
STATE LAYOUT PLAN #54

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- Image Info** SH51004 Otis line
- Image Info** SH51004 Chester Road
- Image Info** SH51004 I-90
- Image Info** SH51004 Mass. Pike
- Image Info** SH51004 North Street
- Image Info** SH51004 North Street Relocation

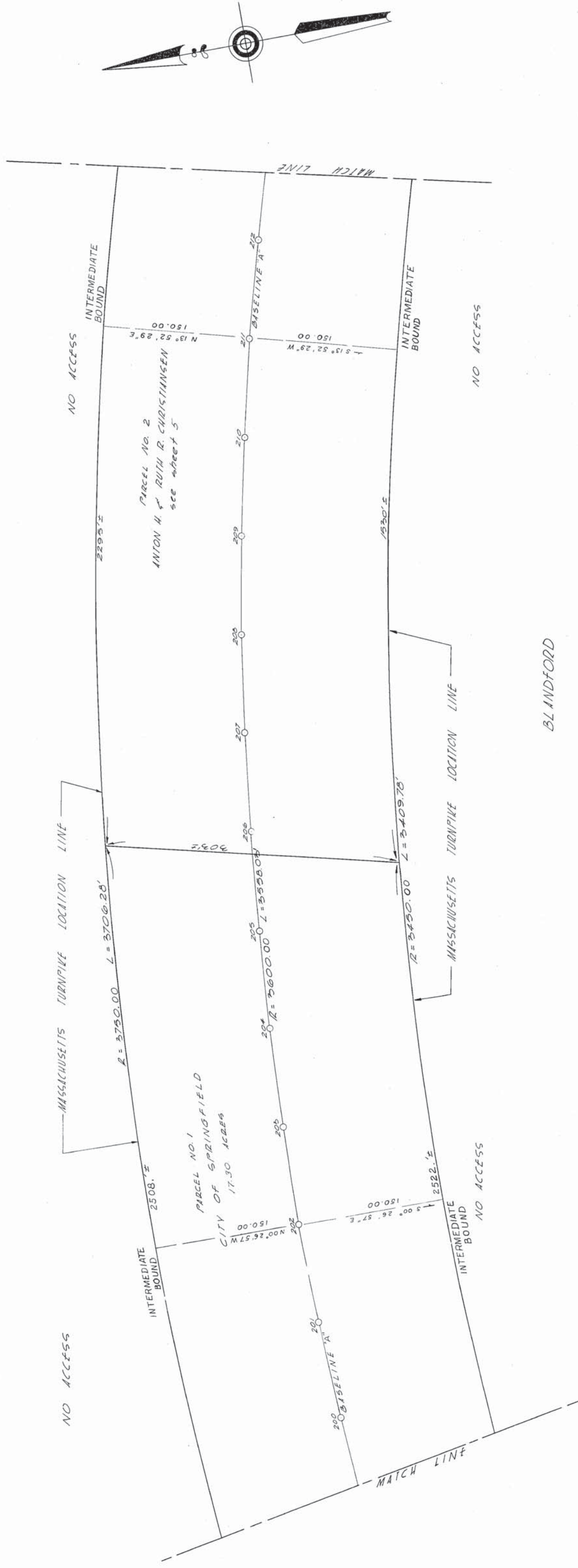




BLANDFORD

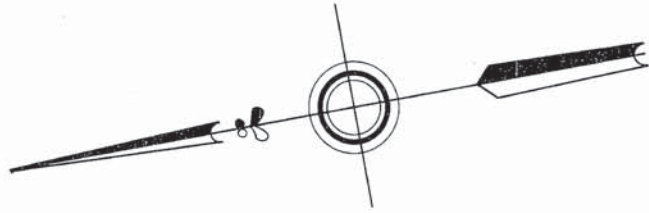


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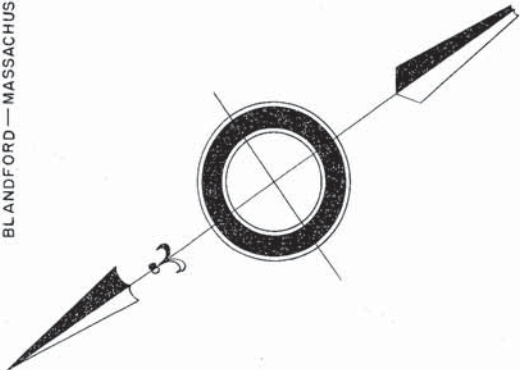
BLANDFORD



BLANDFORD







BLANDFORD

NO ACCESS

INTERMEDIATE BOUND

MASSACHUSETTS TURNPIKE LOCATION LINE

889.±

S48°32'53"E

456'±

1351.57'

PARCEL NO. 4  
ALBERT C. GLENNWIE  
109 ACRES

234

BASELINE

235

236

237

238

239

240

241

242

243

244

245

246

247

248

249

250

MASSACHUSETTS TURNPIKE LOCATION LINE

S48°32'53"E

1351.57'

6024.±

R=5150.00 L=110147'

NO ACCESS

BLANDFORD

NO ACCESS

R=4850.00 L=103731'

3749.±

PARCEL NO. 3  
CITY OF SPRINGFIELD  
SEE SHEET 5

R=5000.00 L=1069.39'

BASELINE





MATCH SHEET II

BLANDFORD

MASSACHUSETTS TURNPIKE LOCATION LINE

3749.±

NO ACCESS

PARCEL NO. 3  
CITY OF SPRINGFIELD  
37.23 ACRES

PARCEL NO. 5  
MARJORIE H. WING  
SEE SHEET 9

PARCEL NO. F-1  
OWNER UNKNOWN  
CHESTER ROAD  
HAMPDEN COUNTY HIGHWAY

N 29° 11' 52" E  
150.00'

BASELINE "A"

268

269

150.00'

S 29° 11' 52" W  
150.00'

6024.±

MASSACHUSETTS TURNPIKE LOCATION LINE

NO ACCESS

BLANDFORD

S 60° 48' 08" E

INTERMEDIATE  
BOUND

3182.80'

816 ±

150.00'

BASELINE "A"

282

283

278

277

276

275

3182.80'

274

273

272

S 60° 48' 08" E

271

270

NO ACCESS

3360.12'

967.±

155.00'

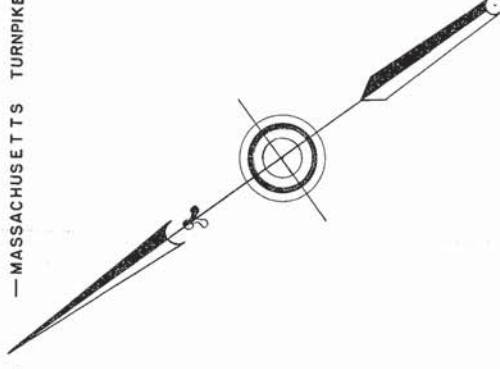
N 29° 11' 52" E

155.00'

INTERMEDIATE  
BOUND

INTERMEDIATE  
BOUND





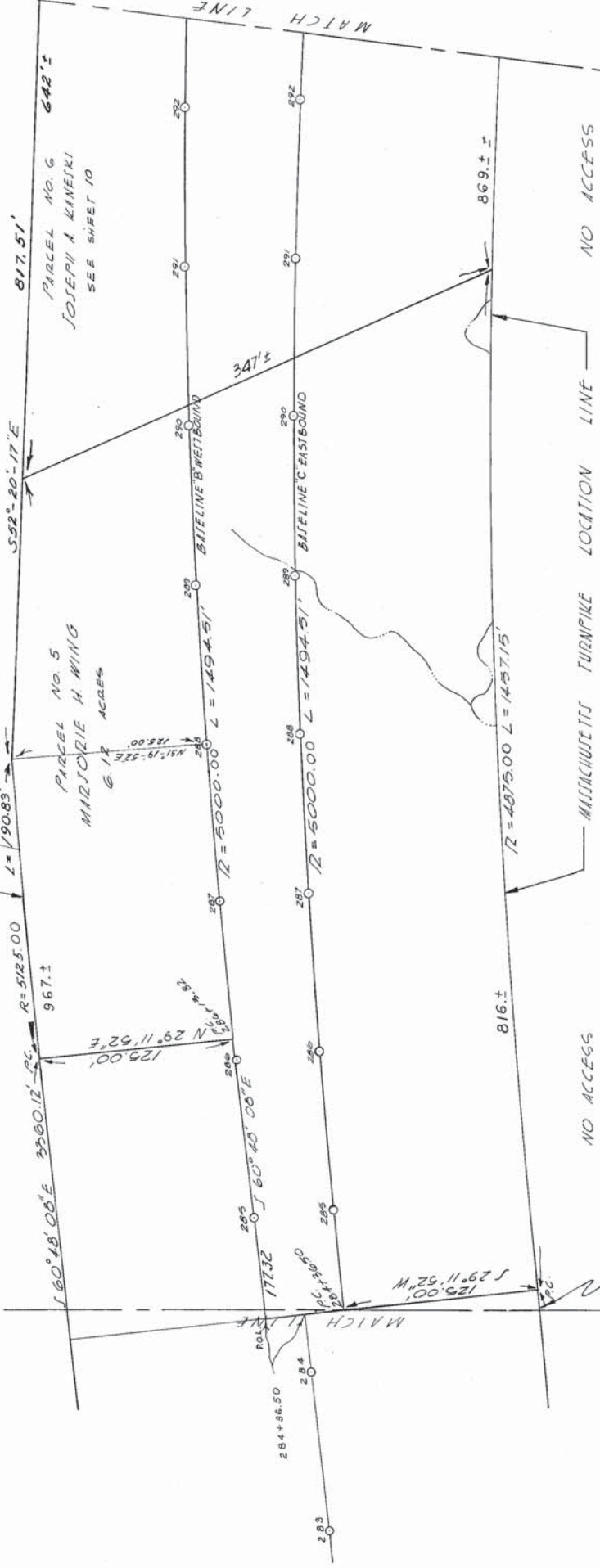
BLANDFORD

MATCH SHEET 11 MATCH SHEET 12

MASSACHUSETTS TURNPIKE LOCATION LINE

NO ACCESS

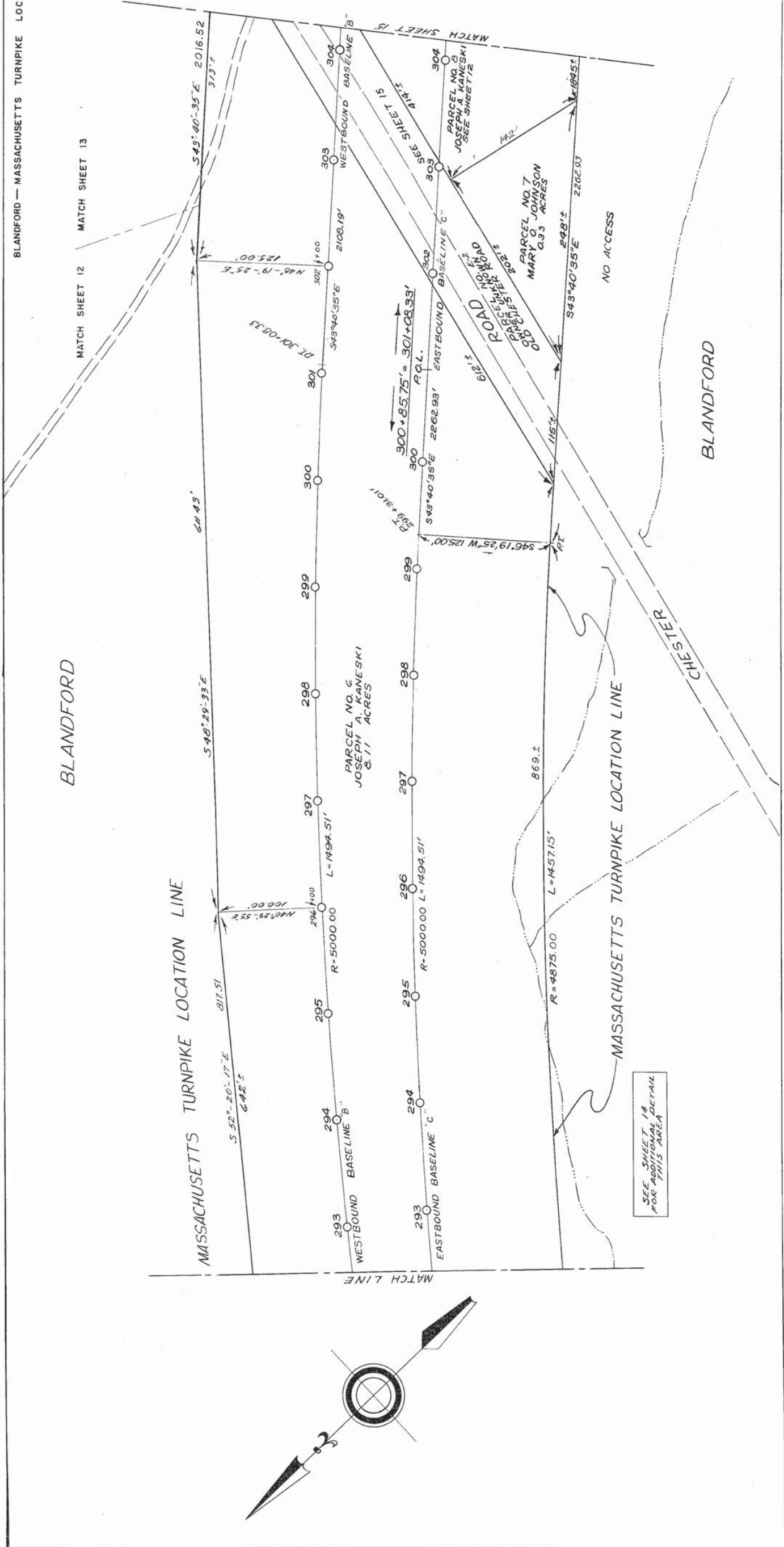
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SEE SHEET 14 FOR ADDITIONAL DETAIL THIS AREA

BLANDFORD



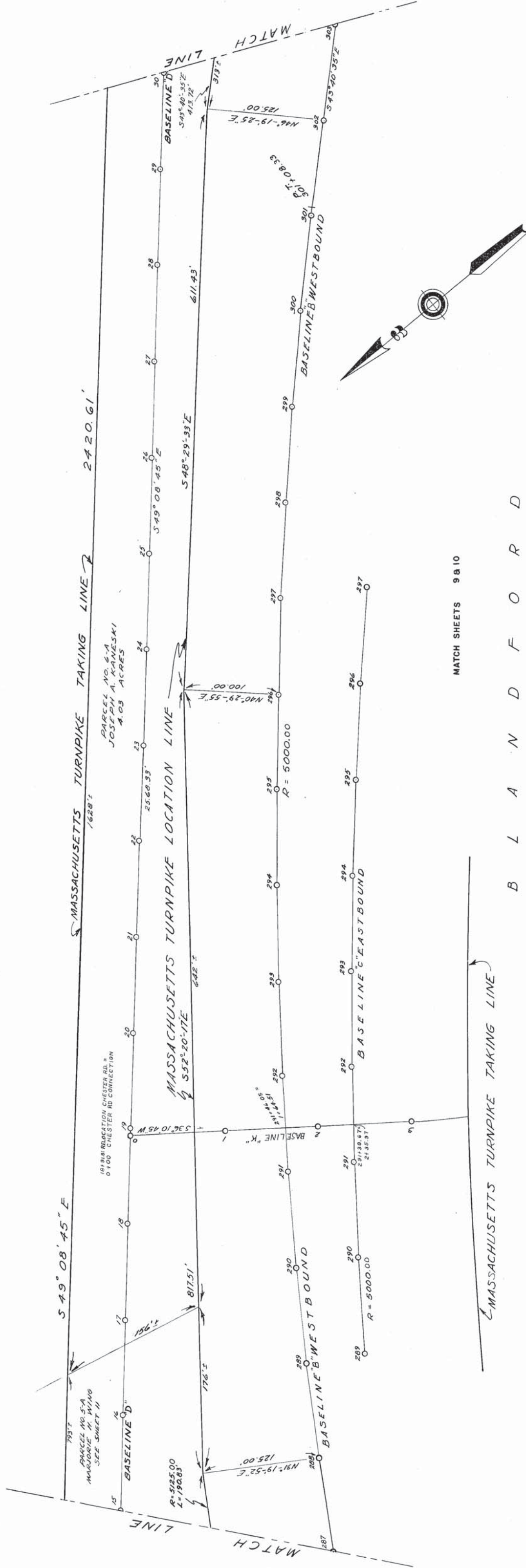


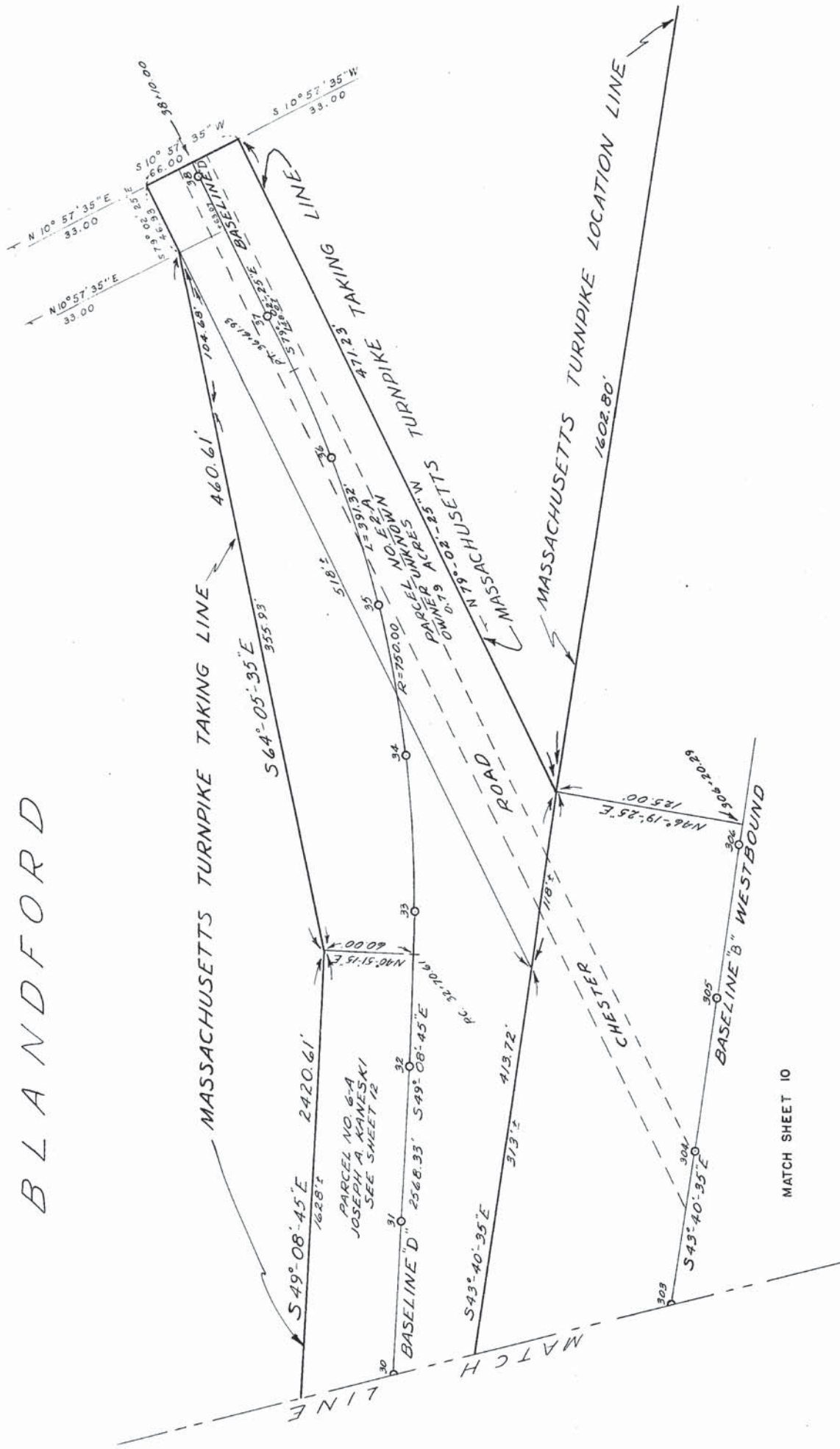
SEE SHEET 14  
FOR ADDITIONAL DETAIL  
FOR THIS AREA





B L A N D F O R D

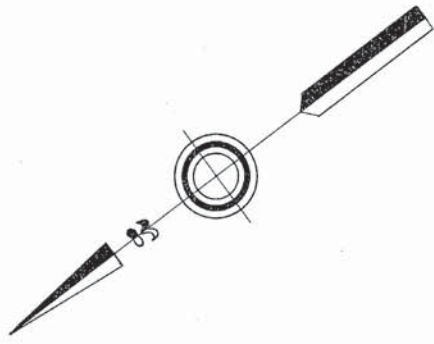




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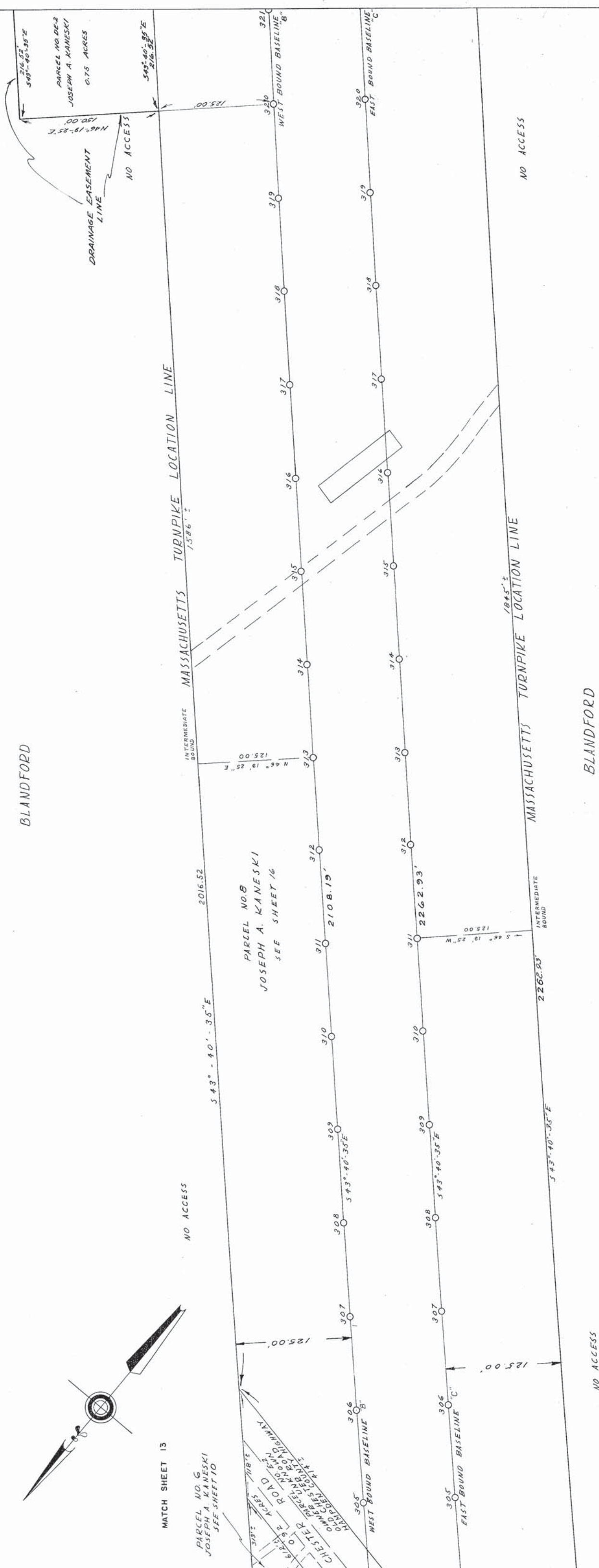
BLANDFORD

MATCH SHEET 10

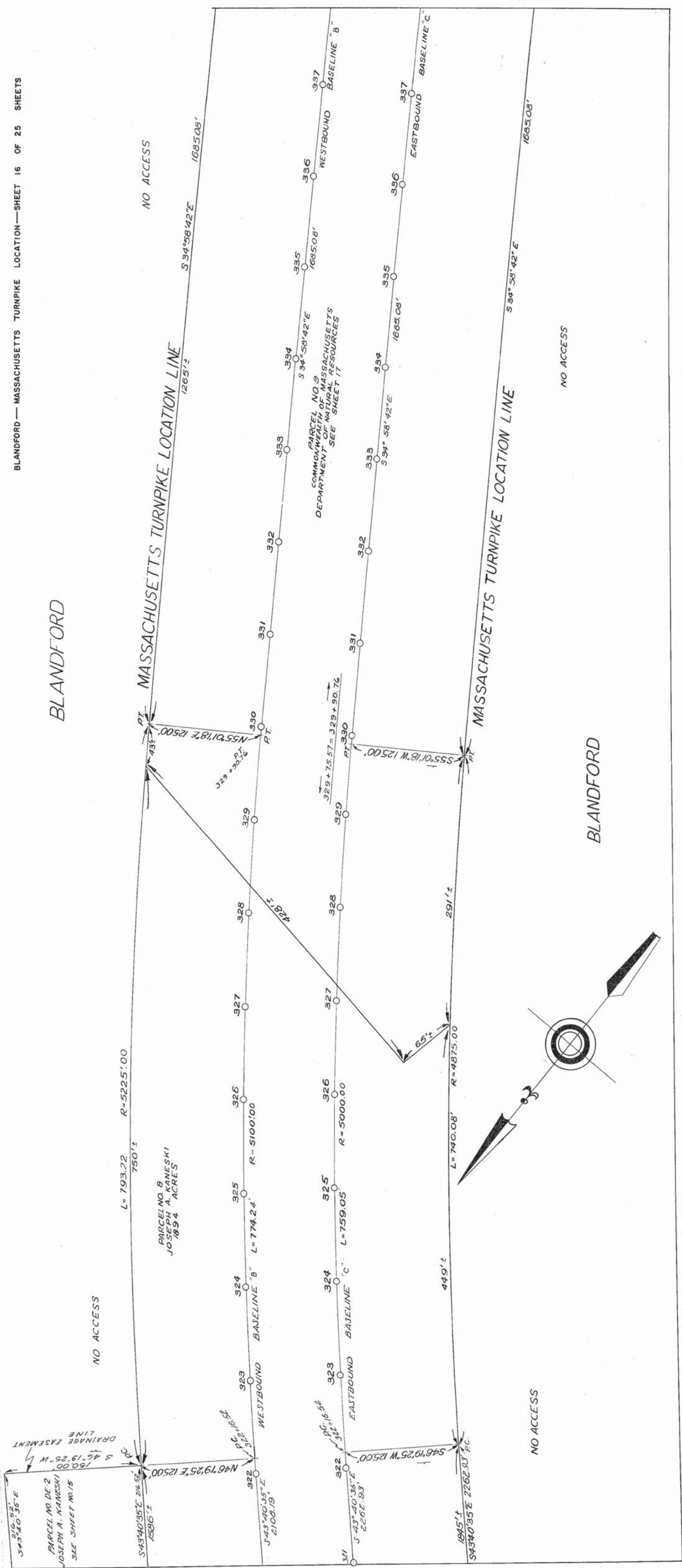


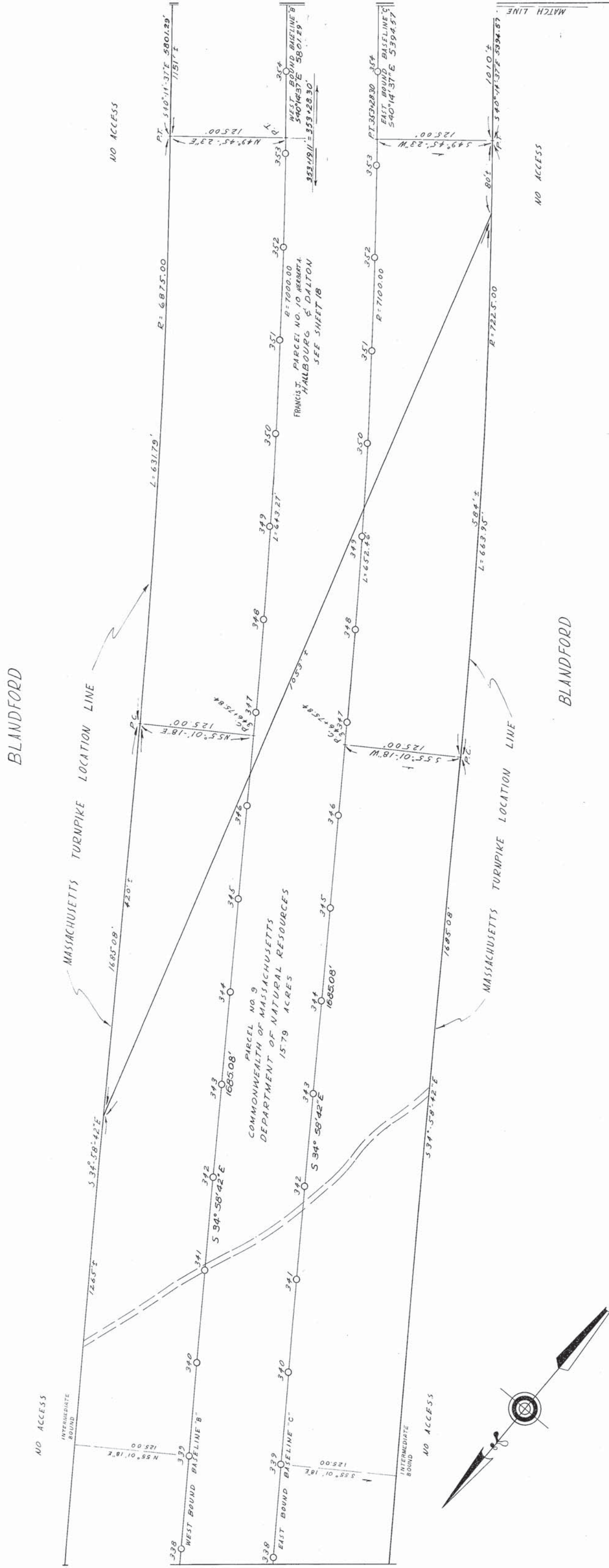










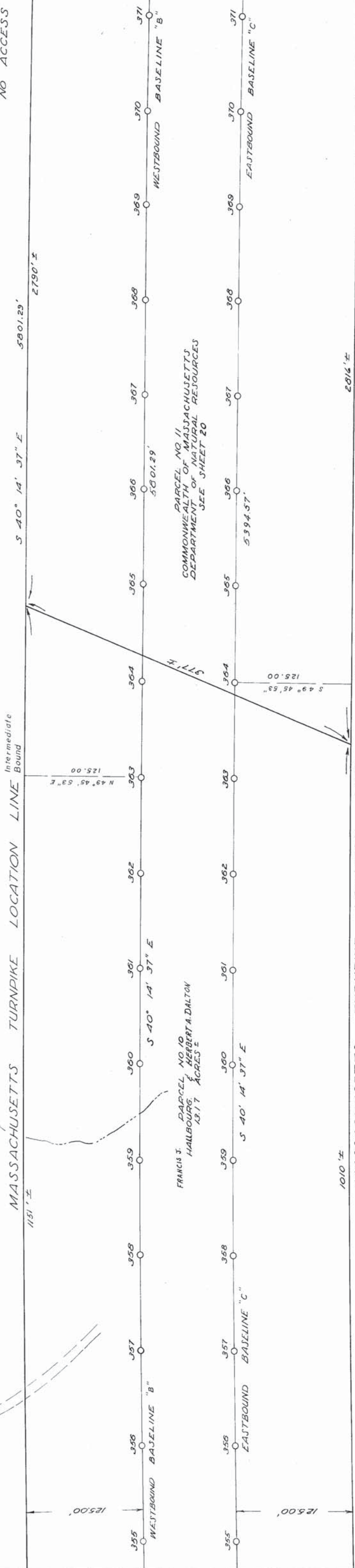




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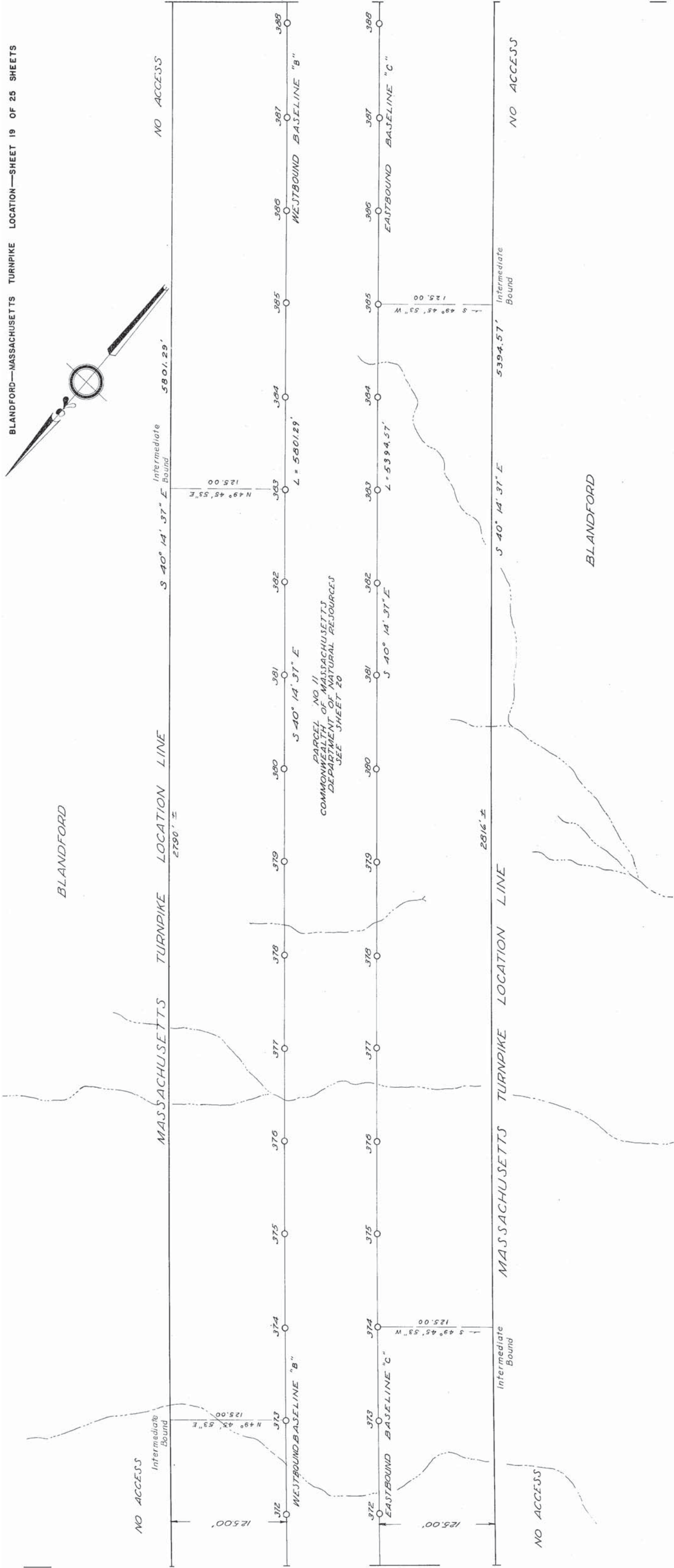
NO ACCESS

NO ACCESS



BLANDFORD









MASSACHUSETTS TURNPIKE LOCATION LINE

Intermediate  
Bound

5801.29'

S 40° 14' 37" E

LINE

LOCATION

MURPHY

CHDSE113

1714

4

---

125.00'

PARCEL NO. 11  
COMMONWEALTH OF MASSACHUSETTS  
DEPARTMENT OF NATURAL RESOURCES  
22.46 ACRES

WESTBOUND BASELINE "B"

EASTBOUND BASELINE "C"

PARCEL NO. 14  
PECK LUMBER CO.  
SEE SHEET 21

PARCEL NO. 12  
PECK LUMBER CO.  
0.78 ACRES

NO ACCESS

MASSACHUSETTS

TURNPIKE

LOCATION

LINE

520.37

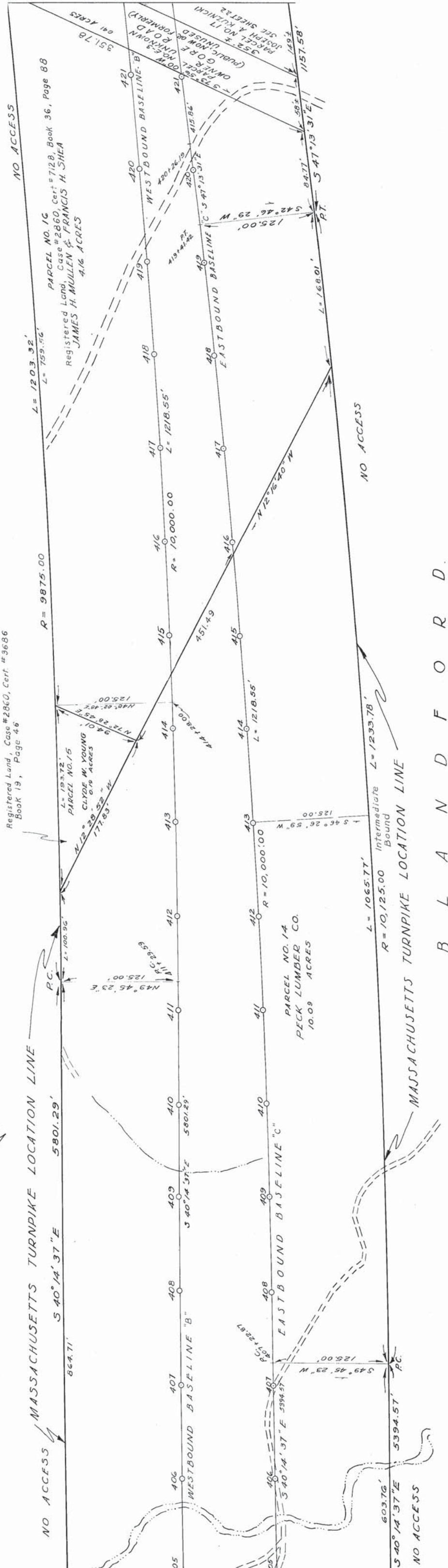
0.37  
S 40° 14' 37" E

5394.57'

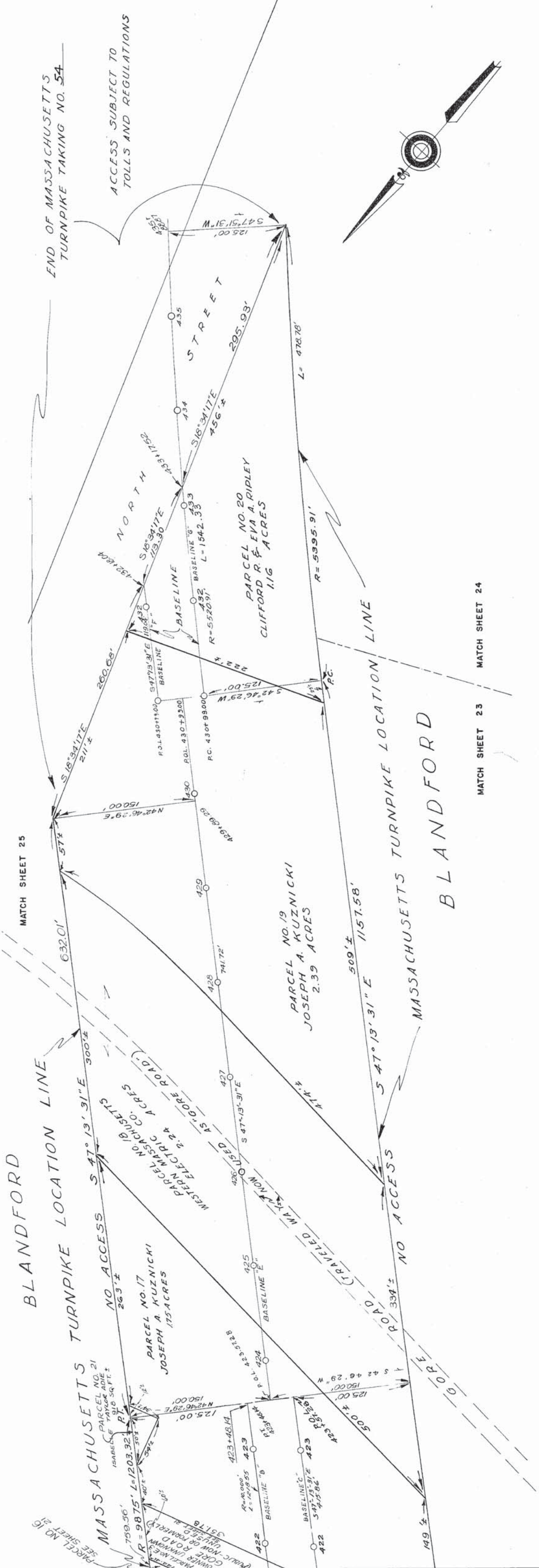
603.76'

NO ACCESS.

BLANDFORD



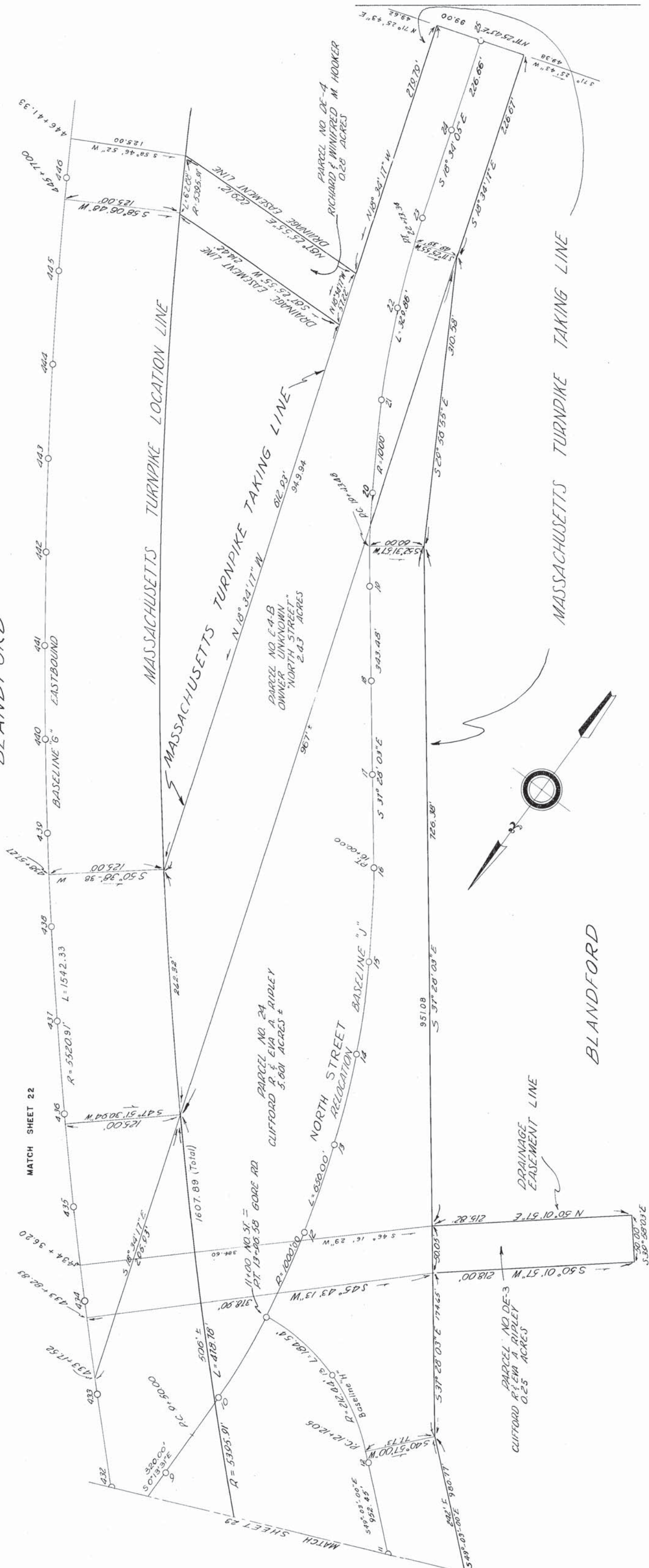


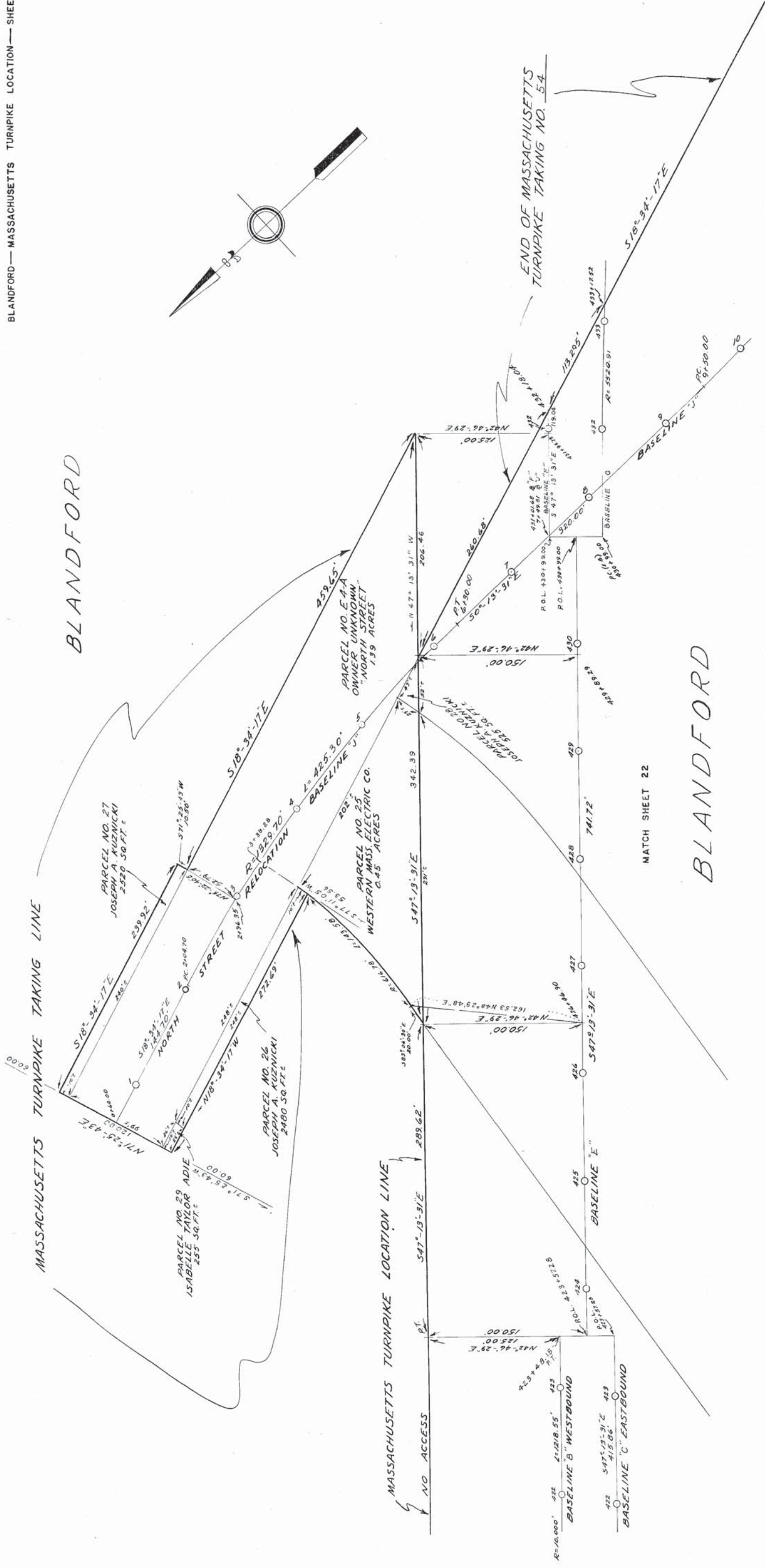






BLANDFORD







COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 51

Howden SS.

~~City~~/Town Blandford

June 20, 1955 Time 1:50

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated June 2, 1955, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the ~~city or town of~~ Blandford, as shown on said plan.

Attest:

*Edward G. Shea*

Clerk of Courts

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 54

Town of Blandford

County of Hampden

For the purpose of constructing, maintaining, repairing, and operating, as an express toll highway, in accordance with the location approved by the Massachusetts Department of Public Works on November 19, 1953, a road in the Town of Blandford, County of Hampden; for the purpose of constructing a grade separation at the intersection of a new way connecting that portion of Chester Road located southerly of the express toll highway, hereinafter described, with the relocation of said Chester Road northerly of the aforesaid express toll highway, in the Town of Blandford, herein provided for; for the purpose of changing the location of a portion of two public highways in said Town of Blandford deemed necessary for carrying out the provisions of Chapter 354 of the Acts of 1952, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, does hereby take, under the provisions of Chapter 79 of the General Laws and the said Chapter 354 of the Acts of 1952 all the land within the limits of the takings hereinafter described, including all trees and structures (not, however, including poles, towers, lines, wires, cables, and other appurtenances for the conveyance of electricity and for telephone communication) located thereon, situated in the Town of Blandford, County of Hampden, all of said land being taken in fee simple (with the exception of parcels E-1, E-1A, E-1B, E-2, E-2A, E-3, E-4A, E-4B, DE-1, DE-1A, DE-2, DE-3 and DE-4, referred to below), the supposed owners thereof, shown on a plan hereinafter referred to, being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements,



licenses, and permits for wires, pipes, conduits, and other appurtenances for the conveyance of water, sewage, gas and electricity and for telephone communication now lawfully in or upon said premises hereby taken, but with the provision that all said facilities shall be located under and/or in or attached to a bridge over the aforesaid express toll highway. Except as above noted, however, all rights, easements, licenses and permits, if any, existing prior to the date of this instrument in, over and/or above the various parcels of land within the express toll highway taking hereinafter described, are expressly included in this order of taking.

The express toll highway taking is for a portion of the Massachusetts Turnpike 25252.47 feet in length and begins at the dividing line between the Town of Otis and the Town of Blandford and extends in an easterly direction in the Town of Blandford to the westerly street line of North Street in the Town of Blandford.

The aforesaid express toll highway taking is more fully described as follows:

The main base lines of the said express toll highway taking are six in number, being hereinafter described as base lines "A", "B", "C", "E", "F", and "G" respectively. The auxiliary base lines of the said express toll highway are four in number, being hereinafter described as base lines "D", "K", "H" and "J" respectively.

Baseline "A" of the express toll highway taking begins at a point on the dividing line between the Town of Otis and the Town of Blandford, said point being shown on a plan hereinafter referred to as station 180 + 65.05; thence extends north  $74^{\circ}-49'-27''$  east 1209.66 feet to a point of curve shown on said plan as station 192 + 74.71; thence extends in an easterly direction on a curve to the right as shown on said plan of 3600.00 feet radius 3558.03 feet to a point of tangent shown on said plan as station 228 + 32.74; thence extends south  $48^{\circ}-32'-53''$  east 1351.57 feet to a point of curve shown on said plan as station 241 + 84.31; thence extends in a southeasterly direction on a curve to the left as shown on said plan of 5000.00 feet radius 1069.39 feet to a point of tangent shown on said plan as station 252 + 53.70; thence extends south  $60^{\circ}-48'-08''$  east 3182.80 feet to a point shown on said plan as station 284 + 36.50.



Baseline "B" of the express toll highway taking begins at a point shown on a plan hereinafter referred to as station 284 + 36.50, said point bearing north  $29^{\circ}-11'-52''$  east 25.00 feet distant from station 284 + 36.50 of Baseline "A" hereinbefore described; thence extends south  $60^{\circ}-48'-08''$  east 177.32 feet to a point of curve shown on said plan as station 286 + 13.82; thence extends in a southeasterly direction as shown on said plan on a curve to the right of 5000.00 feet radius 1494.51 feet to a point of tangent shown as station 301 + 08.33 on said plan; thence extends south  $43^{\circ}-40'-35''$  east 2108.19 feet to a point of curve shown on said plan as station 322 + 16.52; thence extends in a southeasterly direction on a curve to the right of 5100.00 feet radius 774.24 feet to a point of tangent shown on said plan as station 329 + 90.76; thence extends south  $34^{\circ}-58'-42''$  east 1685.08 feet to a point of curve shown on said plan as station 346 + 75.84; thence extends in a southeasterly direction on a curve to the left of 7000.00 feet radius 643.27 feet to a point of tangent shown on said plan as station 353 + 19.11 back and station 353 + 28.30 ahead; thence extends south  $40^{\circ}-14'-37''$  east 5801.29 feet to a point of curve shown on said plan as station 411 + 29.59; thence extends in an easterly direction on a curve to the left of 10000.00 feet radius 1218.55 feet to a point of tangent shown on said plan as station 423 + 48.14.

Baseline "C" of the express toll highway taking begins at a point shown on plan hereinafter referred to as station 284 + 36.50, said point bearing south  $29^{\circ}-11'-52''$  west 25.00 feet distant from station 284 + 36.50 of Baseline "A" hereinbefore described; thence extends in a southeasterly direction on a curve to the right as shown on said plan of 5000.00 feet radius 1494.51 feet to a point of tangent shown on said plan as station 299 + 31.01; thence extends south  $43^{\circ}-40'-35''$  east 154.74 feet to a point on line shown on said plan as station 300 + 85.75 back and station 301 + 08.33 ahead; thence extends south  $43^{\circ}-40'-35''$  east 2108.19 feet to a point of curve shown on said plan as station 322 + 16.52; thence extends in a southeasterly direction on a curve to the right as shown on said plan of 5000.00 feet radius 759.05 feet to a point of tangent shown on said plan as station 329 + 75.57 back and station 329 + 90.76 ahead; thence extends south  $34^{\circ}-58'-42''$  east 1685.08 feet to a point of curve shown on said plan as station 346 + 75.84; thence extends in an easterly direction on a curve to the left as shown on said plan of 7100.00 feet radius 652.46 feet to a point of tangent shown on said plan as station 353 + 28.30; thence extends south  $40^{\circ}-14'-37''$  east 5394.57 feet to a point of curve shown on said plan as station 407 + 22.87; thence extends in an easterly direction on a curve to the left as shown on said plan of 10000.00 feet radius 1218.55 feet to a point of tangent shown on said plan as station 419 + 41.42; thence extends south  $47^{\circ}-13'-31''$  east 415.86 feet to a point shown on said plan as station 423 + 57.28.

Baseline "E" of the express toll highway taking begins at a point shown on plan hereinafter referred to as station 423 + 57.28, said point bearing south  $42^{\circ}-46'-29''$  west 25.00 feet distant from station 423 + 48.14 of said base line "B". Said station 423 + 57.28 of said base line "E" also bears north  $42^{\circ}-46'-29''$  east 25.00 feet distant from said station 423 + 57.28 of said base line "C"; thence extends south  $47^{\circ}-13'-31''$  east 741.72 feet to a point shown on said plan as station 430 + 99.00 of said base line "E."



Baseline "F" of the express toll highway taking begins at a point shown on said plan hereinafter referred to as station 430 + 99.00, said point bearing north  $42^{\circ}-46'-29''$  east 25.00 feet distant from station 430 + 99.00 of Baseline "E" hereinbefore described; thence extends south  $47^{\circ}-13'-31''$  east 119.04 feet to a point on the westerly street line of North Street in the Town of Blandford shown on said plan as station 432 + 18.04 of said Baseline "F".

Baseline "G" of the express toll highway taking begins at a point shown on said plan hereinafter referred to as station 430 + 99.00, said point bearing south  $42^{\circ}-46'-29''$  west 25.00 feet distant from station 430 + 99.00 of Baseline "E" hereinbefore described; thence extends in an easterly direction as shown on said plan on a curve to the right of 5520.91 feet radius 1542.33 feet to a point in the Town of Blandford shown on said plan as station 446 + 41.33 of said Baseline "G".

The northerly location line of the express toll highway begins at a point on the dividing line between the Towns of Otis and Blandford said point marking the easterly end of the northerly location line of the proposed Massachusetts Turnpike taking No. 48 and bearing north  $13^{\circ}-01'-04''$  east 170.19 feet distant from station 180 + 65.05 of Baseline "A" hereinbefore described and shown on plan hereinafter referred to, said point also bearing north  $15^{\circ}-10'-53''$  west and 150.00 feet distant from station 181 + 45.40 of said Baseline "A"; thence extends in an easterly direction 150.00 feet from and parallel to said Base line "A" to a point bearing north  $29^{\circ}-11'-52''$  east and 150.00 feet distant from station 284 + 36.50 of Baseline "A" and 125.00 feet distant from station 284 + 36.50 of Baseline "B" hereinbefore described and as shown on said plan; thence extends in an easterly direction 125.00 feet from and parallel to said Baseline "B" to a point bearing north  $31^{\circ}-19'-52''$  east and 125.00 feet distant from station 288 + 00 of said Baseline "B"; thence extends south  $52^{\circ}-20'-17''$  east 817.51 feet to a point bearing north  $40^{\circ}-29'-55''$  east and 100.00 feet distant from station 296 + 00 of said Baseline "B" as shown on said plan; thence extends south  $48^{\circ}-29'-33''$  east 611.43 feet to a point bearing north  $46^{\circ}-19'-25''$  east and 125.00 feet distant from station 302 + 00 of said Baseline "B" as shown on said plan; thence extends in an easterly direction 125.00 feet distant from and parallel to said Baseline "B" to a point bearing north  $42^{\circ}-46'-29''$  east 125.00 feet distant from station 423 + 48.14 of said Baseline "B" and 150.00 feet distant from station 423 + 57.28 of the hereinbefore described Baseline "E" as shown on said plan; thence extends in an easterly direction 150.00 feet distant from and parallel to said Baseline "E" to a point on the westerly street line of North Street, said point bearing north  $42^{\circ}-46'-29''$  east 150.00 feet distant from station 429 + 89.29 of said Baseline "E" as shown on said plan, said point being at the end of the northerly location line.

The southerly location line of the express toll highway taking begins at a point on the dividing line between the Town of Otis and the Town of Blandford, said point marking the easterly end of the southerly location line of the proposed Massachusetts Turnpike taking No. 48 and bearing south  $13^{\circ}-01'-04''$  west 170.19 feet distant from station 180 + 65.05 of Baseline "A"



hereinbefore described and shown on the plan hereinbefore referred to, said point also bearing south  $15^{\circ}-10'-33''$  east, 150.00 feet distant from station 179  $\angle$  84.64 of said base line "A", thence extends in an easterly direction 150.00 feet distant from and parallel to said base line "A" to a point bearing south  $29^{\circ}-11'-52''$  west, 150.00 feet distant from station 284  $\angle$  36.50 of base line "A", hereinbefore described, and 125.00 feet distant from station 284  $\angle$  36.50 of base line "C", hereinbefore described, and shown on said plan; thence extends in an easterly direction 125.00 feet distant from and parallel to said base line "C" to a point bearing south  $42^{\circ}-46'-29''$  west 125.00 feet distant from station 423  $\angle$  57.28 of said base line "C", and 150.00 feet distant from station 423  $\angle$  57.28 of base line "E", hereinbefore described as shown on said plan; thence extends in an easterly direction 150.00 feet distant from and parallel to said base line "E" to a point bearing south  $42^{\circ}-46'-29''$  west 150.00 feet distant from station 430  $\angle$  99.00 of base line "E" and 125.00 feet distant from station 430  $\angle$  99.00 of base line "G" hereinbefore described, and shown on said plan; thence extends in an easterly direction 125.00 feet distant from and parallel to said base line "G" to a point on the westerly street line of North Street, bearing south  $18^{\circ}-34'-17''$  east and 295.93 feet distant from station 433  $\angle$  17.52 of said base line "G" as shown on said plan, said point also bearing south  $47^{\circ}-51'-31''$  west 125.00 feet distant from station 435  $\angle$  88.87 of said base line "G", said point being the end of the southerly location line.

The westerly end of the express toll highway taking begins at a point on the dividing line between the Town of Otis and the Town of Blandford, said point bearing south  $15^{\circ}-10'-33''$  east 150.00 feet distant from station 179  $\angle$  84.64 of base line "A", hereinbefore described, and shown on plan hereinbefore referred to; thence extends along said town line north  $13^{\circ}-01'-04''$  east 340.38 feet to a point bearing north  $15^{\circ}-10'-33''$  west 150.00 feet from station 181  $\angle$  45.40 of said base line "A", being the easterly end of the northerly location line of the proposed Massachusetts Turnpike Taking No. 48.

The easterly end of the express toll highway taking begins at a point on the westerly street line of North Street, said point bearing north  $42^{\circ}-46'-29''$  east and 150.00 feet distant from station 429  $\angle$  89.29 of base line "E" hereinbefore described; thence extends along said westerly street line of North Street south  $18^{\circ}-34'-17''$  east 669.91 feet to a point bearing south  $47^{\circ}-51'-31''$  west 125.00 feet distant from station 435  $\angle$  88.87 of base line "G", hereinbefore described.

The location lines of the section of express toll highway hereby located are further defined by bounds set thereon at angle points, points of curvature and at the westerly and easterly ends of the taking hereinbefore described, and also at intermediate points on said location lines as follows: on the northerly and southerly location lines of the aforesaid express toll highway at points opposite and 150.00 feet distant respectively from stations 202  $\angle$  00.00, 211  $\angle$  00.00, 220  $\angle$  00.00, 235  $\angle$  00.00, 261  $\angle$  00.00, 270  $\angle$  00.00 and 277  $\angle$  00.00 of the main base line "A" of the said express toll highway hereinbefore described; on the said northerly location line of



the said express toll highway, at points opposite and 125.00 feet distant respectively from station 313  $\neq$  00, 339  $\neq$  00.00, 363  $\neq$  00.00, 373  $\neq$  00.00, 383  $\neq$  00.00, 392  $\neq$  69.28 and 402  $\neq$  64.88 of the main base line "B" of the express toll highway hereinbefore described; on the said southerly location line of the said express toll highway at points opposite and 125.00 feet distant from stations 311  $\neq$  00.00, 339  $\neq$  00.00, 364  $\neq$  00.00, 374  $\neq$  00.00, 385  $\neq$  00.00, 395  $\neq$  98.74 and 413  $\neq$  00.00 of the main base line "C" of the said express toll highway hereinbefore described.

Access to and egress from the express toll highway is restricted, being permitted across the location and taking lines hereinbefore described only at the places, for the purposes, and under the conditions hereinafter specified;

1. Access to, and egress from, said express toll highway is allowed, subject to payment of tolls and to rules and regulations of the Massachusetts Turnpike Authority, across the lines defining the westerly and easterly ends of the taking hereinbefore described.

In connection with the construction, maintenance, repair and operation of the express toll highway, hereinbefore described, it is necessary to change the location of a portion of a public highway in the Town of Blandford, said change being deemed necessary by the Massachusetts Turnpike Authority for carrying out the provisions of Chapter 354 of the Acts of 1952.

The taking for this purpose (hereinafter referred to sometimes as the Chester Road taking) is for the establishing of a new location for a portion of Chester Road northerly of the express toll highway hereinbefore described.

The taking for the relocation of Chester Road is more fully described as follows:

The base line "D" for said relocation begins at a point on Chester Road northerly of the northerly location line hereinbefore described,



said point being shown on a plan hereinafter referred to as station 0 + 40.00 of said base line "D". From said point of beginning, said base line "D" extends south 19°-52'-25" east 151.38 feet to a point of curve shown on said plan as station 1 + 91.38 of said base line "D"; thence extends in a southeasterly direction by a curve to the left of 1000.00 feet radius, 510.90 feet to a point of tangent shown on said plan as station 7 + 02.28; thence south 49°-08'-45" east 2568.33 feet to a point of curve shown on said plan as station 32 + 70.61; thence extends in an easterly direction by a curve to the left of 750.00 feet radius 391.32 feet to a point of tangent shown on said plan as station 36 + 61.93; thence extends south 79°-02'-25" east 148.07 feet to a point in Chester Road, said point being at the end of the taking and shown on said plan as station 38 + 10.00 of said base line "D".

The taking line for said relocation of Chester Road begins at a point on the easterly street line of Chester Road, said point bearing north 70°-07'-35" east and 33.00 feet distant from station 0 + 40.00 of the base line "D" hereinbefore described; thence extends south 19°-52'-25" east 68.74 feet to a point bearing north 70°-07'-35" east 33.00 feet distant from station 1 + 08.74 of said base line "D"; thence extends south 37°-57'-59" east 706.03 feet to a point bearing north 40°-51'-15" east 60.00 feet distant from station 8 + 50.00 of said base line "D"; thence extends south 49°-08'-45" east 2420.61 feet to a point bearing north 40°-51'-15" east and 60.00 feet from station 32 + 70.61 of said base line "D"; thence extends south 64°-05'-35" east 460.61 feet to a point on the northerly street line of Chester Road said point bearing north 10°-57'-35" east 33.00 feet distant from station 37 + 63.07 of said base line "D"; thence extends along said northerly street line of Chester Road south 79°-02'-25" east and 46.93 feet to a point bearing north 10°-57'-35" east and 33.00 feet distant from station 38 + 10.00 of said base line "D"; thence extends across said Chester Road south 10°-57'-35" west 66.00 feet to a point on the southerly street line of said Chester Road bearing south 10°-57'-35" west and 33.00 feet distant from station 38 + 10.00 of said base line "D"; thence extends along said southerly street line of Chester Road north 79°-02'-25" west 471.23 feet to a point on the northerly location line of the express toll highway hereinbefore described, said point bearing north 46°-19'-25" east 125.00 feet distant from station 306 + 20.29 of base line "B" hereinbefore described; thence extends in a northwesterly direction along said northerly location line of the said express toll highway to a point bearing north 29°-11'-52" east 125.00 feet distant from station 286 + 13.82 of said base line "B"; thence extends north 29°-11'-52" east 72.67 feet to a point bearing south 40°-51'-15" west and 50.00 feet distant from station 13 + 39.27 of said base line "D"; thence extends north 49°-08'-45" west 920.15 feet to a point on the westerly street line of said Chester Road said point bearing south 55°-56'-08" west and 87.52 feet distant from station 4 + 38.82 of said base line "D"; thence extends along said westerly street line of Chester Road north 08°-40'-56" west 110.23 feet to a point bearing south 61°-25'-06" west and 45.05 feet distant from station 3 + 43.36 of said base line "D"; thence extends along said westerly street line of Chester Road north 19°-52'-25" west 309.60 feet to a point bearing south 70°-07'-35" west and 33.00 feet distant from station 0 + 40.00 of said base line "D"; thence extends across said Chester Road north 70°-07'-35" east 66.00 feet to the point of beginning.

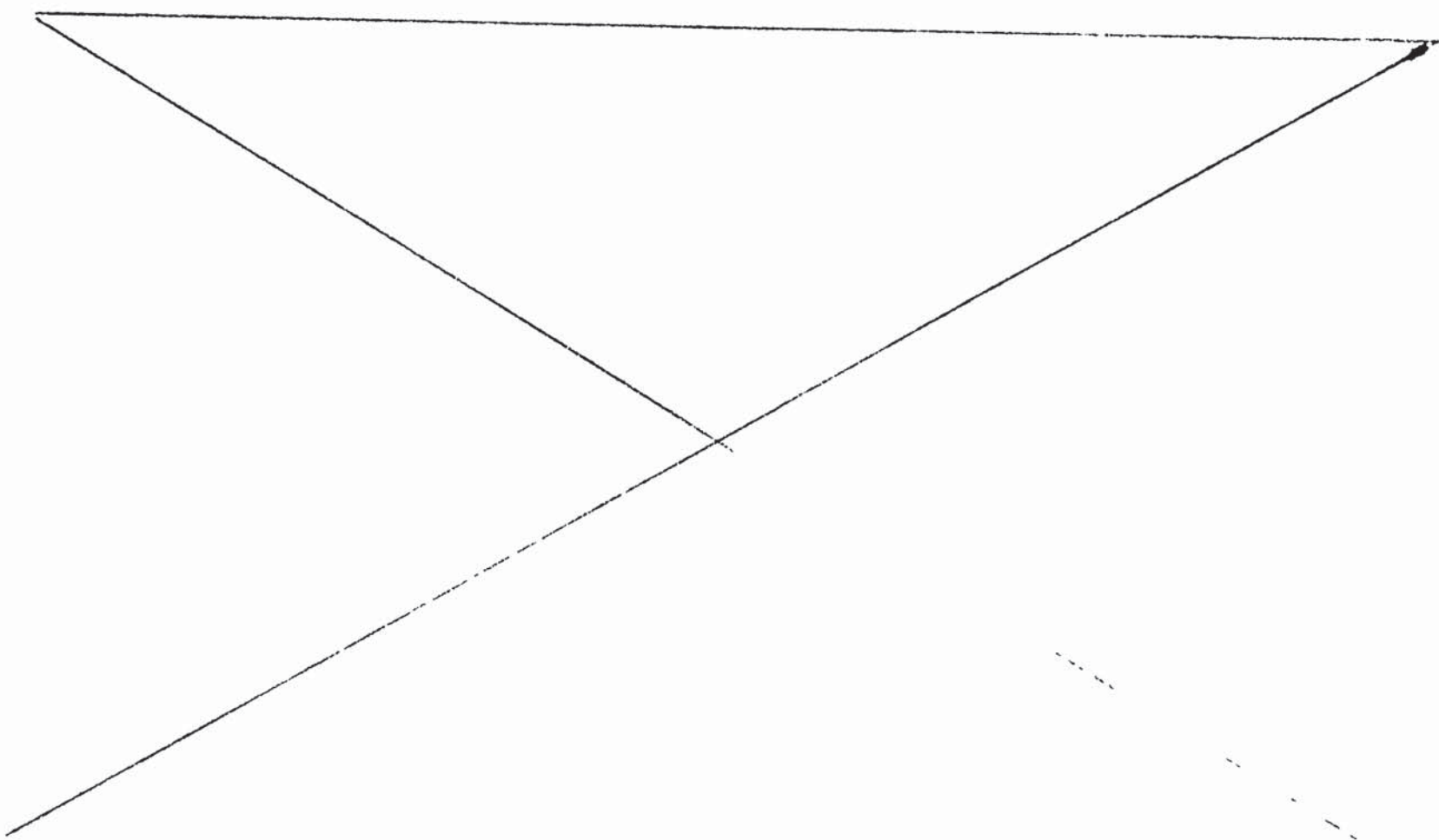


The lines defining the aforesaid Chester Road relocation taking are further defined by bounds set at angle points and points of curvature.

In connection with the construction, maintenance, repair and operation of the express toll highway it is necessary to locate a connecting road between relocated Chester Road hereinbefore described and Chester Road in the Town of Blandford, said connecting road being deemed necessary by the Massachusetts Turnpike Authority for carrying out the provisions of Chapter 354 of the Acts of 1952.

This taking (hereinafter referred to sometimes as the Chester Road connection taking) is for providing access to and egress from land which would become isolated due to the no-access provisions of the express toll highway taking and consists of one section southerly of and abutting the southerly location line of the express toll highway hereinbefore described, relocated Chester Road, hereinbefore described and the aforesaid Chester Road connection being connected by an underpass and appurtenant structures under the aforesaid express toll highway.

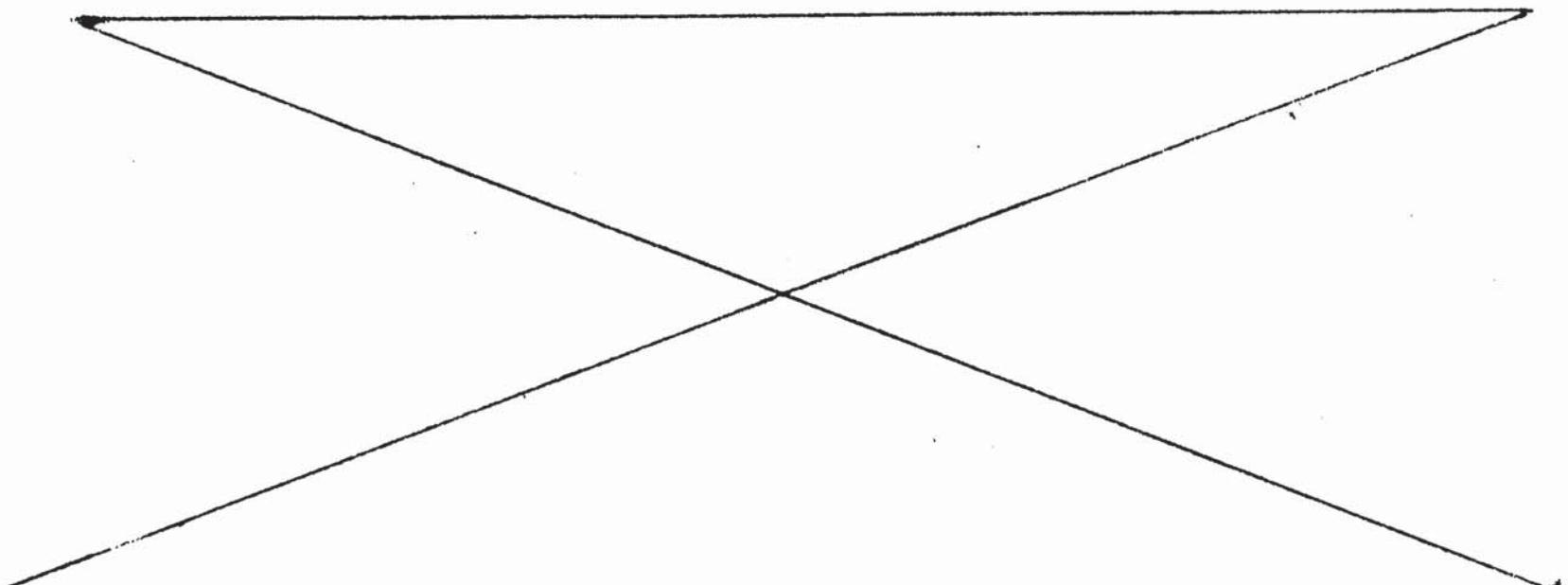
The taking for the Chester Road connection is more full described as follows:





The base line, hereinafter referred to as base line "K" for said connection, begins at a point shown on a plan hereinafter referred to as station 0 / 00.00 of said base line "K", said point being located at station 18 / 91.81 of base line "D", on relocated Chester Road taking, hereinbefore described; thence extends south  $36^{\circ}-10'-45''$  west, 295.09 feet to a point of curve shown on said plan as station 2 / 95.09 of said base line "K"; thence extends in a southerly direction on a curve to the left, as shown on said plan, of 750.00 feet radius, 314.16 feet to a point of tangent shown on said plan as station 6 / 09.25 of said base line "K"; thence extends south  $12^{\circ}-10'-45''$  west 233.75 feet to a point, said point being the end of the taking and shown on said plan as station 8 / 43.00 of said base line "K".

The taking line for said connection begins at a point on the southerly location line of the express toll highway, hereinbefore described, said point bearing south  $35^{\circ}-39'-18''$  west, 125.00 feet distant from station 290 / 00.00 of base line "C" of the express toll highway, hereinbefore described; thence extends south  $9^{\circ}-26'-24''$  west 295.58 feet to a point bearing north  $77^{\circ}-49'-15''$  west, 65.00 feet distant from station 6 / 09.25 of said base line "K"; thence extends south  $8^{\circ}-54'-40''$  east, 97.26 feet to a point bearing north  $77^{\circ}-49'-15''$  west, 30.00 feet distant from station 7 / 00.00 of said base line "K"; thence extends south  $12^{\circ}-10'-45''$  west, 50.00 feet to a point bearing north  $77^{\circ}-49'-15''$  west, 30.00 feet distant from station 7 / 50.00 of said base line "K"; thence extends south  $57^{\circ}-10'-45''$  west, 38.18 feet to a point bearing north  $77^{\circ}-49'-15''$  west, 57.00 feet distant from station 7 / 77.00 of said base line "K"; thence extends south  $12^{\circ}-10'-45''$  west, 66.00 feet to a point bearing north  $77^{\circ}-49'-15''$  west, and 57.00 feet distant from station 8 / 43.00 of said base line "K"; thence extends south  $77^{\circ}-49'-15''$  east, 114.00 feet to a point bearing south  $77^{\circ}-49'-15''$  east, 57.00 feet distant from said station 8 / 43.00; thence extends north  $12^{\circ}-10'-45''$  east, 66.00 feet to a point bearing south  $77^{\circ}-49'-15''$  east 57.00 feet distant from station 7 / 77.00 of said base line "K"; thence extends north  $32^{\circ}-49'-15''$  west, 50.91 feet to a point bearing south  $77^{\circ}-49'-15''$  east and 21.00 feet distant from station 7 / 41.00 of said base line "K"; thence extends north  $12^{\circ}-10'-45''$  east, 60.30 feet to a point bearing south  $77^{\circ}-49'-15''$  east and 21.00 feet distant from station 6 / 80.70 of said base line "K"; thence extends south  $77^{\circ}-49'-15''$  east, 9.00 feet to a point bearing south  $77^{\circ}-49'-15''$  east and 30.00 feet distant from said station 6 / 80.70 of said base line "K"; thence extends north  $35^{\circ}-09'-45''$  east, 286.02 feet to a point on the southerly location line of the said express toll highway, hereinbefore described, said point also bearing south  $38^{\circ}-31'-11''$  west and 125.00 feet distant from station 292 / 50.00 of said base line "C", hereinbefore described; thence extends in a westerly direction along said southerly express toll highway location line to the point of beginning.





The lines defining the aforesaid Chester Road connection taking are further defined by bounds set at angle points and points of curvature.

In connection with the construction, maintenance, repair and operation of the express toll highway it is necessary to alter a portion of two public highways in the Town of Blandford, said alterations being deemed necessary by the Massachusetts Turnpike Authority for carrying out the provisions of Chapter 354 of the Acts of 1952.

These takings (hereinafter referred to as the Gore Road and North Street taking) are for the purpose of establishing a new location for a portion of Gore Road adjoining the southerly location line of the express toll highway hereinbefore described and for establishing a new location and changing the grade of North Street in the Town of Blandford so as to accommodate the same to the design of a grade separation at the intersection of North Street in the Town of Blandford and the said express toll highway and consists of two sections, one being south of and abutting the said southerly location line of the express toll highway and the other being north of and abutting the northerly location line of the express toll highway hereinbefore described and are more fully described as follows:

The base line hereinafter referred to as base line "J" for said relocation of North Street, begins at a point in North Street northerly of the northerly location line of the express toll highway hereinbefore described, said point being shown on a plan hereinafter referred to as station 0 + 60.00 of said base line "J"; thence extends south  $18^{\circ}-34'-17''$  east 144.70 feet to a point of curve shown on said plan as station 2 + 04.70 of said base line "J"; thence extends in a southerly direction on a curve to the right of 1329.70 feet radius 425.30 feet to a point of tangent shown on said plan as station 6 + 30.00 of said base line "J"; thence extends south  $0^{\circ}-13'-31''$  east 320.00 feet to a point of curve shown on said plan as station 9 + 50.00 of said base line "J"; thence extends in a southerly direction on a curve to the left of 1000.00 feet radius 650.00 feet to a point of tangent shown on said plan as station 16 + 00.00 of said base line "J"; thence extends south  $37^{\circ}-28'-03''$  east 343.48 feet to a point of curve shown on said plan as station 19 + 43.48 of said base line "J"; thence extends in a southerly direction on a curve to the right of 1000.00 feet radius 329.86 feet to a point of tangent, shown on said plan as station 22 + 73.34 of said base line "J"; thence extends south



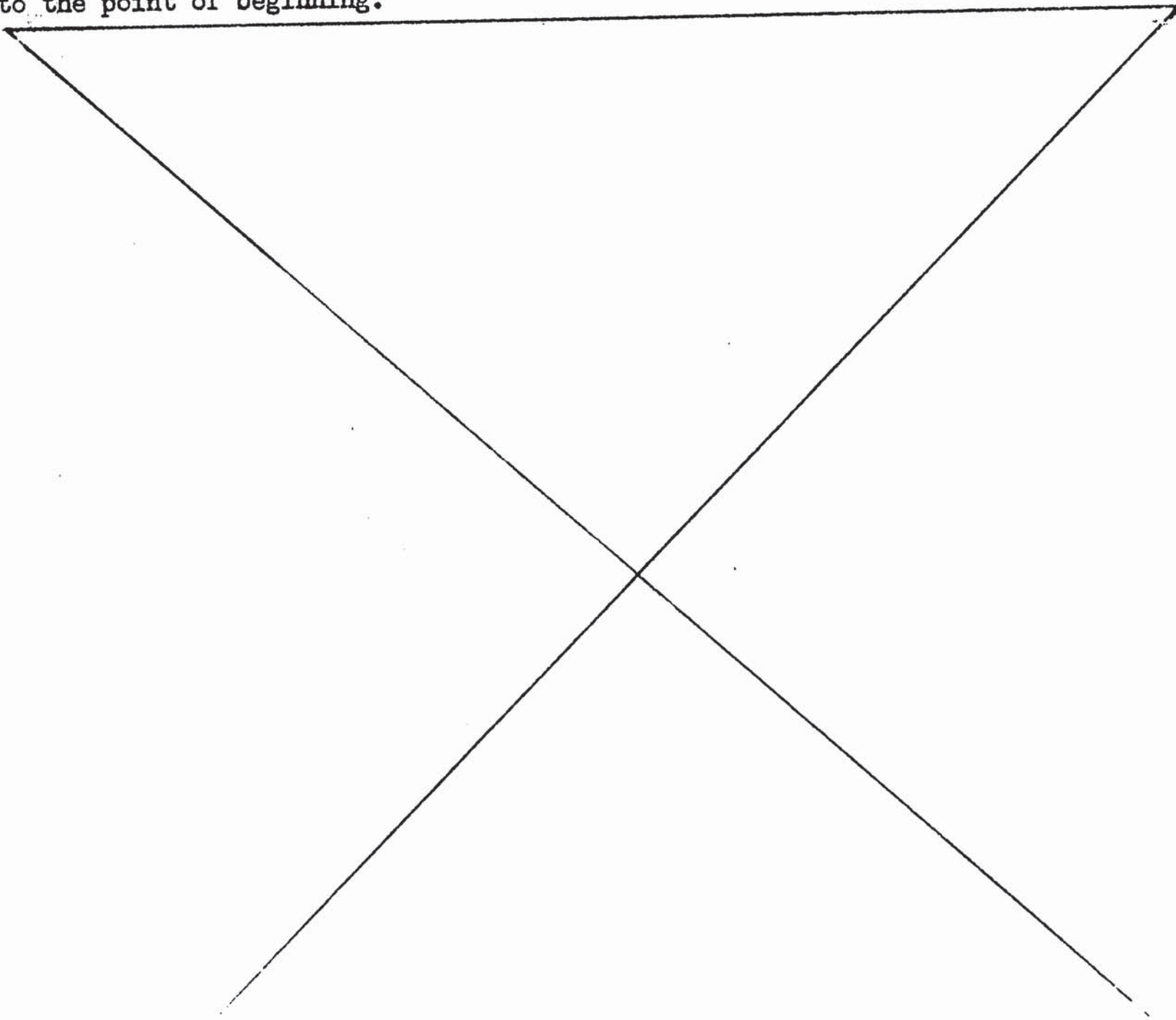
18°-34'-05" east 226.66 feet to a point on North Street, said point being at the end of the taking and shown on said plan as station 25 / 00.00 of said base line "J".

The base line hereinafter referred to as base line "H" for said relocation of Gore Road begins at a point bearing south 42°-46'-29" west 415 / 2 feet distant from station 420 / 10 / 2 of base line "C" hereinbefore described, said point being shown on a plan hereinafter referred to as station 0 / 00.00 of said base line "H"; thence extends south 83°-06'-30" east 81.27 feet to a point of curve shown on said plan as station 0 / 81.27; thence extends in a southerly direction on a curve to the right of 300 feet radius 178.33 feet to a point of tangent shown on said plan as station 2 / 59.60 of said base line "H"; thence extends south 49°-03'-00" east 952.45 feet to a point of curve shown on said plan as station 12 / 12.05 of said base line "H"; thence extends in an easterly direction on a curve to the left of 212.44 feet radius 184.54 feet to a point shown on said plan as station 13 / 96.58 of said base line "H", said point being station 11 / 00.00 of the North Street relocation base line "J" hereinbefore described.

The taking line for said alteration on the southerly side of the express toll highway begins at a point on the southerly location line of the express toll highway hereinbefore described, said point bearing south 42°-46'-29" west 125.00 feet distant from station 422 / 32.21 of base line "C" hereinbefore described; thence extends north 83°-06'-30" west 353.35 feet to a point bearing north 6°-53'-30" east 100.00 feet distant from station 0 / 00 of the Gore Road relocation base line "H", hereinbefore described; thence extends south 6°-53'-30" west 200.00 feet to a point bearing south 6°-53'-30" west 100.00 feet distant from said station 0 / 00 of said base line "H"; thence extends south 83°-06'-30" east 182.27 feet to a point bearing south 33°-41'-12" west 75.95 feet distant from station 2 / 21.00 of said base line "H"; thence extends south 49°-03'-00" east 980.77 feet to a point bearing south 40°-57'-00" west 77.73 feet distant from station 12 / 12.05 of said base line "H"; thence extends south 37°-28'-03" east 951.08 feet to a point bearing south 52°-31'-57" west 60.00 feet distant from station 19 / 43.48 of North Street relocation base line "J", hereinbefore described; thence extends south 29°-56'-55" east 310.58 feet to a point on the westerly street line of North Street, said point bearing south 71°-25'-55" west 49.39 feet distant from station 22 / 73.34 of said base line "J"; thence extends south 18°-34'-17" east 226.67 feet along said westerly street line of North Street to a point bearing south 71°-25'-43" west 49.38 feet distant from station 25 / 00.00 of said base line "J"; thence extends across North Street north 71°-25'-43" east 99.00 feet to a point on the easterly street line of North Street bearing north 71°-25'-43" east 49.62 feet distant from said station 25 / 00.00 of said base line "J"; thence extends north 18°-34'-17" west 949.94 feet along said easterly street line of North Street to a point on the said southerly location line of the express toll highway, said point bearing south 50°-38'-38" west 125.00 feet distant from station 438 / 57.27 of base line "G" of the express toll highway, hereinbefore described; thence extends in a northwesterly direction along said southerly location line of the express toll highway 1607.89 feet to the point of beginning.



The taking for the relocation of North Street on the northerly side of the express toll highway begins at a point bearing north  $42^{\circ}-46'-29''$  east 125.00 feet distant from station 431  $\angle$  95.75 of base line "F" of the express toll highway hereinbefore described; thence extends north  $47^{\circ}-13'-31''$  west 206.46 feet to a point bearing north  $42^{\circ}-46'-29''$  east 150.00 feet distant from station 429  $\angle$  89.29 of base line "E" of the express toll highway hereinbefore described; thence extends north  $47^{\circ}-13'-31''$  east 342.39 feet along the northerly location line of the express toll highway hereinbefore described to a point bearing north  $42^{\circ}-46'-29''$  east 150.00 feet distant from station 426  $\angle$  46.90 of said base line "E" of the express toll highway; thence extends south  $83^{\circ}-06'-30''$  east 20.00 feet to a point of curve bearing north  $48^{\circ}-29'-48''$  east 162.53 feet distant from said station 426  $\angle$  46.90 of said base line "E"; thence extends in an easterly direction by a curve to the left of 616.78 feet radius 143.58 feet to a point bearing south  $77^{\circ}-11'-05''$  west 53.56 feet distant from station 3  $\angle$  38.28 of North Street relocation base line "J", hereinbefore described; thence extends north  $18^{\circ}-34'-17''$  west 272.69 feet to a point bearing south  $71^{\circ}-25'-43''$  west 60.00 feet distant from station 0  $\angle$  60.00 of said base line "J"; thence extends north  $71^{\circ}-25'-43''$  east 120.00 feet to a point bearing north  $71^{\circ}-25'-43''$  east 60.00 feet distant from said station 0  $\angle$  60.00 of said base line "J"; thence extends south  $18^{\circ}-34'-17''$  east 239.92 feet to a point; thence extends south  $71^{\circ}-25'-43''$  west 10.50 feet to a point bearing north  $75^{\circ}-22'-40''$  east 52.79 feet distant from station 2  $\angle$  96.35 of said auxiliary base line; thence extends south  $18^{\circ}-34'-17''$  east 459.65 feet to the point of beginning.





The lines defining the Gore Road and North Street takings are further defined by bounds set at angle points and points of curvature.

Permanent easements are hereby taken in behalf of the Massachusetts Turnpike Authority in three parcels of land included within the limits of the express toll highway taking, hereinbefore described, and designated on the plan of said taking as parcels E-1, E-2 and E-3, said easements consisting of the right to construct, maintain, repair and operate an express toll highway in and over said land.

Permanent easements are hereby taken in behalf of the Massachusetts Turnpike Authority in two parcels of land within the limits of the Chester Road taking, hereinbefore described and designated on the plan of said taking as parcels E-1A and E-2A, said easements consisting of the right to alter and/or reconstruct and to change the grade of that portion of Chester Road in the Town of Blandford included in said parcels. Said land shall remain subject to any lawful use by the public which will not interfere with the construction, maintenance, repair and operation of the aforesaid express toll highway.

A permanent easement is hereby taken in behalf of the Massachusetts Turnpike Authority in a parcel of land within the limits of the Chester Road connection taking hereinbefore described and designated on the plan of said taking as parcel E-1B, said easement consisting of the right to construct, maintain and repair a connecting road deemed necessary by the Massachusetts Turnpike Authority for carrying out the provisions of Chapter 354 of the Acts of 1952 including, without limiting the scope of the foregoing, the right to use such land for all purposes for which a public way may be used in the Town of Blandford including the installation of public utilities.



Permanent easements are hereby taken in behalf of the Massachusetts Turnpike Authority in two parcels of land included within the limits of the North Street taking, hereinbefore described, and designated on the plan as parcels E-4A and E-4B, said easements consisting of the right to alter and/or reconstruct and to change the grade of those portions of North Street in the Town of Blandford included in said parcels to accommodate the same to the design of a grade separation at the intersection of North Street in said Town of Blandford with the Massachusetts Turnpike therein located. Said land shall remain subject to any lawful use by the public which will not interfere with the construction, maintenance, repair and operation of the aforesaid express toll highway.

In connection with the construction, maintenance, repair and operation of the express toll highway, hereinbefore described, it is necessary to construct drainage structures and to perform related work at five locations in the Town of Blandford for which permanent easements are hereby taken in behalf of the Massachusetts Turnpike Authority in five parcels of land in said town and designated on the plan as parcels DE-1, DE-1A, DE-2, DE-3 and DE-4.

Said easements consist of the right to enter upon said land at any time to construct thereon and to maintain and use, drainage structures and ditches, together with the right to clean and straighten any watercourses located thereon.

Said easements are more fully described as follows:

Parcel DE-1. A parcel of land supposed to be owned by the City of Springfield begins at a point on the northerly location line of the express toll highway, hereinbefore described, said point bearing north  $15^{\circ}-10'-33''$



west 150.00 feet distant from station 182  $\angle$  75.00 of base line "A" of said express toll highway, hereinbefore described; thence extends north  $15^{\circ}-10'-33''$  west 100.00 feet to a point bearing north  $15^{\circ}-10'-33''$  west 250.00 feet distant from said station 182  $\angle$  75.00 of said base line "A"; thence extends north  $74^{\circ}-49'-27''$  east 50.00 feet to a point bearing north  $15^{\circ}-10'-33''$  west 250.00 feet distant from station 183  $\angle$  25.00 of said base line "A"; thence extends south  $15^{\circ}-10'-33''$  east 100.00 feet to a point on the said northerly location line bearing north  $15^{\circ}-10'-33''$  west 150.00 feet distant from said station 183  $\angle$  25.00 of said base line "A"; thence extends in a westerly direction along said northerly location line to the point of beginning.

Parcel DE-1A. A parcel of land supposed to be owned by the City Springfield begins at a point on the southerly location line of the express toll highway, hereinbefore described, said point bearing south  $29^{\circ}-11'-52''$  west 150.00 feet distant from station 264  $\angle$  22.16 of base line "A" of the express toll highway, hereinbefore described; thence extends south  $14^{\circ}-18'-50''$  east 233.63 feet to a point; thence extends south  $7^{\circ}-31'-50''$  west 238.24 feet to a point; thence extends north  $82^{\circ}-28'-10''$  west 80.00 feet to a point; thence extends north  $7^{\circ}-31'-50''$  east 222.80 feet to a point; thence extends north  $14^{\circ}-18'-50''$  west 294.13 feet to a point on the said southerly location line bearing south  $29^{\circ}-11'-52''$  west 150.00 feet distant from station 263  $\angle$  11.85 of said base line "A"; thence extends in an easterly direction along said southerly location line to the point of beginning.

Parcel DE-2. A parcel of land supposed to be owned by Joseph A. Kaneski begins at a point on the northerly location line of the express toll highway, hereinbefore described, said point bearing north  $46^{\circ}-19'-25''$  east 125.00 feet distant from station 320  $\angle$  00.00 of base line "B" of the express



toll highway hereinbefore described; thence extends north  $46^{\circ}-19'-25''$  east 150.00 feet to a point bearing north  $46^{\circ}-19'-25''$  east 275.00 feet distant from said station 320 + 00.00 of said base line "B"; thence extends south  $43^{\circ}-40'-35''$  east 216.52 feet to a point bearing north  $46^{\circ}-19'-25''$  east 275 feet distant from station 322 + 16.52 of said base line "B"; thence extends south  $46^{\circ}-19'-25''$  west 150.00 feet to a point on the said northerly location line bearing north  $46^{\circ}-19'-25''$  east 125.00 feet distant from said station 322 + 16.52 of said base line "B"; thence extends in a northwesterly direction along said northerly location line to the point of beginning.

Parcel DE-3. A parcel of land supposed to be owned by Clifford R. and Eva A. Ripley begins at a point on the southerly taking line of the Gore Road and North Street taking hereinbefore described, said point bearing south  $45^{\circ}-43'-13''$  west 378.90 feet distant from station 433 + 82.83 of base line "G" of the express toll highway hereinbefore described; thence extends south  $50^{\circ}-01'-57''$  west 218.00 feet to a point; thence extends south  $39^{\circ}-58'-03''$  east 50.00 feet to a point; thence extends north  $50^{\circ}-01'-57''$  east 215.82 feet to a point on the said southerly taking line of the Gore Road and North Street taking said point bearing south  $46^{\circ}-16'-29''$  west 384.60 feet distant from station 434 + 36.20 of said base line "G"; thence extends in a northwesterly direction along said southerly taking line to the point of beginning.

Parcel DE-4. A parcel of land supposed to be owned by Richard and Winifred M. Hooker begins at a point on the southerly location line of the express toll highway hereinbefore described, said point bearing south  $58^{\circ}-06'-48''$  west 125.00 feet distant from station 445 + 77.00 of base line "G" of the express toll highway hereinbefore described; thence extends south  $87^{\circ}-25'-55''$  west 214.42 feet to a point on the easterly street line of North Street; thence



extends south  $18^{\circ}-34'-17''$  east along said easterly street line of North Street 57.22 feet to a point; thence extends north  $87^{\circ}-25'-55''$  east 229.12 feet to a point on the said southerly location line said point bearing south  $58^{\circ}-46'-52''$  west 125.00 feet distant from station 446 / 41.33 of said base line "G"; thence extends in a northwesterly direction along said southerly location line to the point of beginning.

The aforesaid express toll highway taking, Chester Road taking, Chester Road connection taking, Gore Road taking and North Street taking are shown on a plan signed by P. H. Kitfield, Chief Engineer, prepared by the Massachusetts Turnpike Authority and on file in its office, said plan being entitled: "Plan for the location of an Express Toll Highway known as 'MASSACHUSETTS TURNPIKE' in the Town of Blandford, Hampden County, as prepared by the MASSACHUSETTS TURNPIKE AUTHORITY, Date June 2, 1955, Scale 1" = 50' ", an attested copy of which is to be recorded with this order of taking in the Registry of Deeds for Hampden County at Springfield.

Three parcels of land included in these takings are registered land, and are shown on the plan hereinbefore referred to as Parcels No. 13, No. 15, and No. 16; said land being registered in the Registered Land Office for the Registry of Deeds for Hampden County at Springfield.

<u>Parcel No.</u>	<u>Owner</u>	<u>Book</u>	<u>Page</u>	<u>Certificate Number</u>
13	Peck Lumber Company	12	39	2279
15	Clyde W. Young	19	46	3686
16	James H. Mullen and Francis H. Shea	36	88	7128



For damages sustained by persons in their property by reason of the aforesaid takings the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
1	City of Springfield	17.30 acres	\$1.00
2	Anton H. and Ruth R. Christiansen	13.11 acres	1.00
3	City of Springfield	37.23 acres	1.00
4	Albert C. Glewie	1.09 acre	1.00
5	Marjorie H. Wing	6.12 acres	1.00
5A	Marjorie H. Wing	4.14 acres	1.00
5B	Marjorie H. Wing	0.63 acre	1.00
6	Joseph A. Kaneski	8.11 acres	1.00
6A	Joseph A. Kaneski	4.03 acres	1.00
6B	Joseph A. Kaneski	0.67 acre	1.00
7	Mary O. Johnson	0.33 acre	1.00
8	Joseph A. Kaneski	18.94 acres	1.00
9	Commonwealth of Massachusetts Department of Natural Resources	15.79 acres	1.00
10	Francis J. Halbourgh and Herbert A. Dalton	13.17 acres	1.00
11	Commonwealth of Massachusetts Department of Natural Resources	22.46 acres	1.00
12	Peck Lumber Company	0.78 acre	1.00
13	Peck Lumber Company	6.99 acres	1.00
14	Peck Lumber Company	10.09 acres	1.00
15	Clyde W. Young	0.19 acre	1.00
16	James H. Mullen and Francis H. Shea	4.16 acres	1.00
17	Joseph A. Kuznicki	1.75 acres	1.00

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
18	Western Massachusetts Electric Co.	2.24 acres	\$1.00
19	Joseph A. Kuznicki	2.39 acres	1.00
20	Clifford R. and Eva A. Ripley	1.16 acres	1.00
21	Isabelle Taylor Adie	918 sq. ft.	1.00
22	Western Massachusetts Electric Co.	2.26 acres	1.00
23	Joseph A. Kuznicki	3.51 acres	1.00
24	Clifford R. and Eva A. Ripley	5.60 acres	1.00
25	Western Massachusetts Electric Co.	0.45 acre	1.00
26	Joseph A. Kuznicki	2480 sq. ft.	1.00
27	Joseph A. Kuznicki	2520 sq. ft.	1.00
28	Joseph A. Kuznicki	525 sq. ft.	1.00
29	Isabelle Taylor Adie	255 sq. ft.	1.00
DE-1	City of Springfield	0.11 acre	1.00
DE-1A	City of Springfield	0.91 acre	1.00
DE-2	Joseph A. Kaneski	0.75 acre	1.00
DE-3	Clifford R. and Eva A. Ripley	0.25 acre	1.00
DE-4	Richard and Winifred M. Hooker	0.28 acre	1.00
E-1	Owner Unknown (Chester Road)	0.60 acre	1.00
E-1A	Owner Unknown (Chester Road)	0.71 acre	1.00
E-1B	Owner Unknown (Chester Road)	0.16 acre	1.00
E-2	Owner Unknown (Chester Road)	0.92 acre	1.00
E-2A	Owner Unknown (Chester Road)	0.79 acre	1.00
E-3	Owner Unknown (Gore Road)	0.41 acre	1.00
E-4A	Owner Unknown (North Street)	1.39 acres	1.00
E-4B	Owner Unknown (North Street)	2.43 acres	1.00



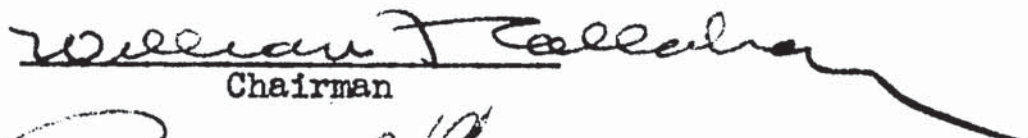
The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.


The owners and/or occupants of land taken as aforesaid are hereby required to remove their personal property from the premises on or before the fifteenth day of July, 1955 (unless otherwise agreed upon).


It is therefore

Voted, That said express toll highway be located as described herein and as described and shown on said plan; that said Chester Road be altered and/or reconstructed as described herein and as described and shown on said plan; and that Gore Road and North Street be altered and relocated as described herein and as described and shown on said plan; and that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file in the office of the County Commissioners of Hampden County and in the office of the Clerk of the Town of Blandford certified copies of said plan, signed by at least a majority of the members of the Massachusetts Turnpike Authority attesting that the road as shown on said plan was taken as and for an express toll highway known as "Massachusetts Turnpike" or as an alteration and/or relocation in connection therewith, by the MASSACHUSETTS TURNPIKE AUTHORITY in accordance with the provisions of Chapter 354 of the Acts of 1952.

Dated at Boston this second day of June, 1955.

  
Chairman

  
Vice-Chairman

  
Member

MASSACHUSETTS  
TURNPIKE  
AUTHORITY

1956

Blandford



STATE LAYOUT PLAN #54-1a  
Taking on Chester Rd.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 55 PAGE 28

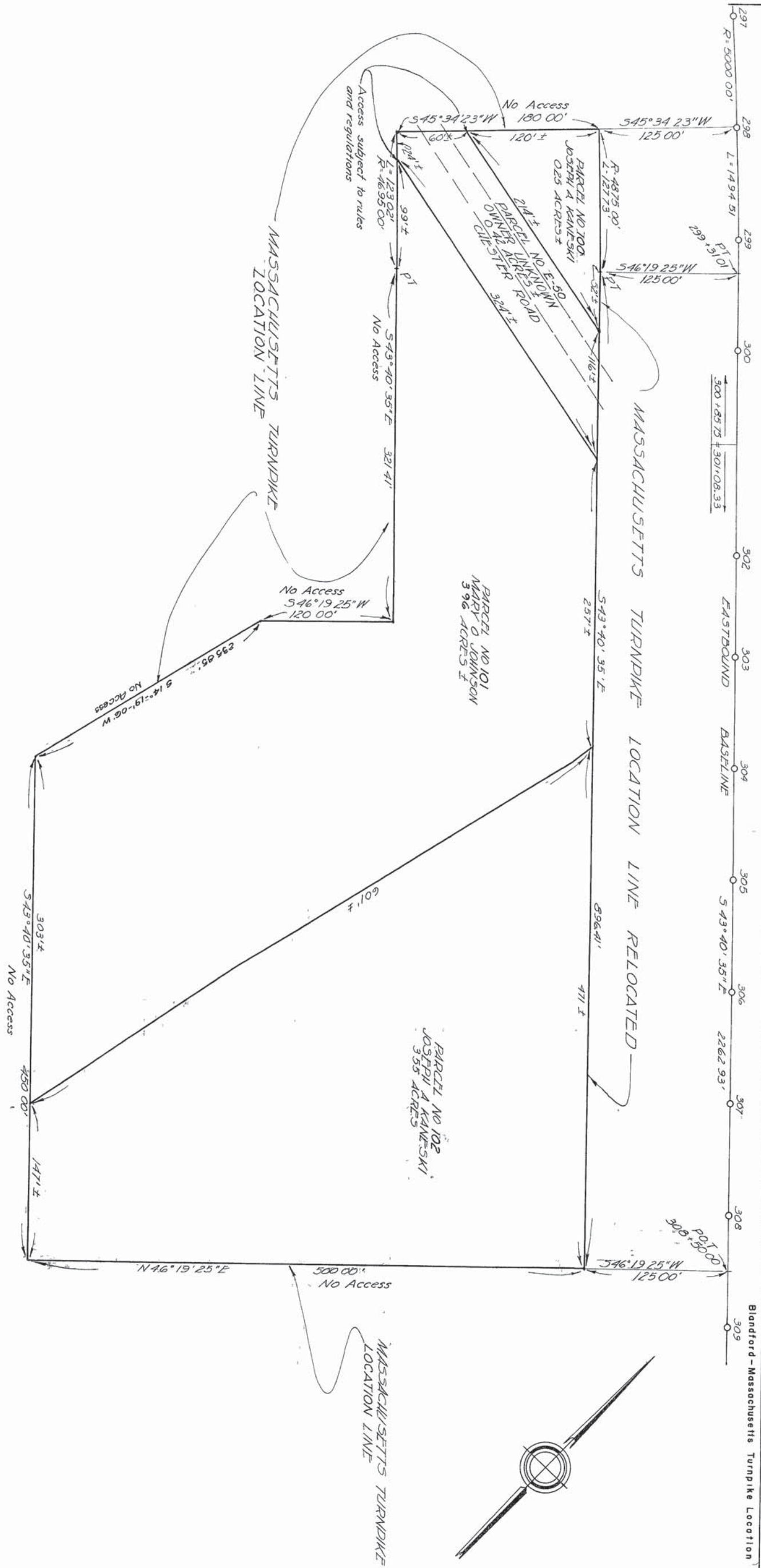
INDEXING

STATE LAYOUT PLAN #54-1a

**Image Info** SH51005 Blandford

**Image Info** SH51005 Chester Road





A TRUE COPY, ATTEST  
SECRETARY - TREASURER

Order of Taking No. 54 Amendment No. 1

APPROVED MASSACHUSETTS TURNPIKE AUTHORITY

Benjamin W. Hunt  
John R. Kuwa  
MASSACHUSETTS TURNPIKE AUTHORITY  
Approved John Henry Leon  
Howard, Needles Tammen & Bergendoff

Alteration No. 1 to  
MASSACHUSETTS TURNPIKE AUTHORITY  
Order of Taking No. 54  
Dated June 2, 1955  
in the Town of  
**BLANDFORD**  
HAMPDEN COUNTY  
as prepared by the  
MASSACHUSETTS TURNPIKE AUTHORITY  
Date January 19, 1956.  
Scale 50 feet to the inch  
John H. Kitchin  
Chief Engineer

Sheet 1 of 1 Sheet

Massachusetts Turnpike Authority

Order of Taking No. 54  
Alteration No. 1  
Town of Blandford  
County of Hampden

*Filed - Feb. 17, 1956*

*From the office of*

MASS. TURNPIKE AUTH.  
80 BOYLSTON ST.



COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 54, Alteration No. 1

Rampden SS.

~~City~~ Town Blandford

February 17, 19 56 11:30 A.M.

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated January 19, 19 56, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the ~~city of~~ town of Blandford, as shown on said plan.

Attest:



Clerk of Courts

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 54  
Alteration No. 1  
Town of Blandford  
County of Hampden

WHEREAS, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, did locate, under date of June 6, 1955, for the purpose of constructing, maintaining, repairing and operating, as an express toll highway in accordance with the location approved by the state department of public works on November 19, 1953, a road in the Town of Blandford, County of Hampden, as shown on a plan of said express toll highway on file in the office of the Massachusetts Turnpike Authority, copies of which plan have been filed in the office of the County Commissioners of said County of Hampden at Springfield, and in the office of the Clerk of the Town of Blandford; and

WHEREAS, it now appears advisable to make certain changes in the southerly location line of said express toll highway in the Town of Blandford;

NOW, THEREFORE, acting under the provisions of Chapter 354 of the Acts of 1952, the Massachusetts Turnpike Authority hereby deems it necessary for carrying out the provisions of said Chapter 354 of the Acts of 1952 that the location of said express toll highway in the Town of Blandford, as described in Order of Taking No. 54 and as described and shown on the plan therein referred to, recorded in Hampden Deeds in book 2396 at page 39, be altered as hereinafter described.

The southerly location line of the express toll highway in the Town of Blandford, County of Hampden, as described in Order of Taking No. 54, hereinbefore referred to, is hereby altered beginning at a point on said southerly location line, as described in said order of taking, bearing south 45°-34'-23" west, 125.00 feet distant from station 298 + 00.00 of the main base line of the express toll highway as described in said Order of Taking No. 54. From said



point of beginning, the altered southerly location line thence extends south  $45^{\circ}-34'-23''$  west, 180.00 feet to a point; thence extends in a southeasterly direction by a curve to the right of 4,965.00 feet radius, 123.02 feet to a point of tangent; thence extends south  $43^{\circ}-40'-35''$  east, 321.41 feet to a point; thence extends south  $46^{\circ}-19'-25''$  west, 120.00 feet to a point; thence extends south  $14^{\circ}-19'-06''$  west, 235.85 feet to a point; thence extends south  $43^{\circ}-40'-35''$  east, 450.00 feet to a point; thence extends north  $46^{\circ}-19'-25''$  east, 500.00 feet to a point on said southerly location line of the express toll highway, said point bearing south  $46^{\circ}-19'-25''$  west, 125.00 feet distant from station 308 + 50.00 of the said main base line of the express toll highway.

The line defining the altered southerly location line of the aforesaid express toll highway is further defined by bounds set at angle points and points of curvature of said altered line.

The provisions in the aforesaid Order of Taking No. 54 relative to access to and egress from the express toll highway shall apply to the southerly location line of said express toll highway, as hereby altered, except that access, subject to rules and regulations, is permitted at the location on the relocated southerly location line of the express toll highway as hereinafter described.

Beginning at a point on the relocated southerly location line hereinbefore described, said point bearing south  $45^{\circ}-34'-23''$  west, 145.00 feet distant from station 298 + 00.00 of the main base line of the express toll highway as described in Order of Taking No. 54; thence extends south  $45^{\circ}-34'-23''$  west along the said relocated southerly location line of the express toll highway 60.00 feet to a point; thence extends along the said relocated southerly location line of the express toll highway by a curve to the right of 4,695.00 feet radius, 24.00 feet to a point.

The provisions in the aforesaid Order of Taking No. 54 relative to access to and egress from the express toll highway shall not apply to the southerly location line of the aforesaid express toll highway as described in said Order of Taking No. 54 between a point on said southerly location line bearing south  $45^{\circ}-34'-23''$  west, 125.00 feet distant from station 298 + 00.00 of the main base line of the express toll highway hereinbefore referred to and a point on the southerly location line of the express toll highway as described



in Order of Taking No. 54, said point bearing south  $46^{\circ}-19'-25''$  west, 125.00 feet distant from station 308 + 50.00 of the said main base line of the express toll highway.

For the purpose of changing the location of the southerly location line of the express toll highway in the Town of Blandford as described in said Order of Taking No. 54, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, does hereby take, under the provisions of Chapter 79 of the General Laws and Chapter 354 of the Acts of 1952, all the land within the limits of the takings hereinafter described, including all trees and structures (not including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and for telephone communication, however affixed to the realty) located thereon, situated in the Town of Blandford, County of Hampden, all the land being taken in fee simple (with the exception of Parcel E-50 referred to below), the supposed owners thereof shown on a plan hereinafter referred to, being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements, licenses and permits for wires, pipes, conduits and other appurtenances for the conveyance of water, sewage, gas and electricity and for telephone communication now lawfully in or upon said premises hereby taken.

The express toll highway, the main base line and the southerly location line hereinbefore and hereinafter referred to, are fully described in Order of Taking No. 54 of the Massachusetts Turnpike Authority, recorded in the Registry of Deeds for Hampden County in book 2396 at page 39.



The takings for the aforesaid alteration of the southerly location line is more fully described as follows:

The taking line begins at a point on the southerly location line bearing south  $45^{\circ}-34'-23''$  west, 125.00 feet distant from station 298 + 00.00 of the main base line hereinbefore referred to; thence extends south  $45^{\circ}-34'-23''$  west, 180.00 feet to a point; thence extends in a southeasterly direction by a curve to the right of 4,695.00 feet radius, 123.02 feet to a point of tangent; thence extends south  $43^{\circ}-40'-35''$  east, 321.41 feet to a point; thence extends south  $46^{\circ}-19'-25''$  west, 120.00 feet to a point; thence extends south  $14^{\circ}-19'-06''$  west, 235.85 feet to a point; thence extends south  $43^{\circ}-40'-35''$  east, 450.00 feet to a point; thence extends north  $46^{\circ}-19'-25''$  east, 500.00 feet to a point on the said southerly location line, said point bearing south  $46^{\circ}-19'-25''$  west, 125.00 feet distant from station 308 + 50.00 of the said main base line; thence extends in a northwesterly direction along said southerly location line 1,024.14 feet to the point of beginning.

The lines defining the takings are further defined by bounds set at angle points and points of curvature.

A permanent easement is hereby taken, in behalf of the Massachusetts Turnpike Authority, in a parcel of land included within the limits of the express toll highway alteration takings hereinbefore described and designated on the plan of said taking as Parcel E-50, said easement consisting of the right to construct, maintain, repair and operate an express toll highway in and over said land.

A right of way to pass and repass, subject to rules and regulations of the Massachusetts Turnpike Authority, is hereby granted to Joseph A. Kaneski, his heirs and assigns, from the southerly street line of Chester Road, shown on the plan as Parcel E-50, over Parcel 101, formerly the property of Mary O. Johnson, and Parcel 102, formerly the property of Joseph A. Kaneski, at a location to be determined by the Massachusetts Turnpike Authority.

The aforesaid express toll highway alteration taking is shown on a plan signed by P. H. Kitfield, Chief Engineer, prepared by the Massachusetts Turnpike Authority, and on file in its office, said plan being entitled: "Alteration No. 1



to Massachusetts Turnpike Authority Order of Taking No. 54 dated June 2, 1955 in the Town of Blandford, Hampden County, as prepared by the Massachusetts Turnpike Authority date: January 19, 1956 scale: 50 feet to the inch," an attested copy of which is to be filed in the Registry of Deeds for Hampden County at Springfield.

For damages sustained by persons in their property by reason of the aforesaid takings, the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
100	Joseph A. Kaneski	0.25 ac.	\$1.00
101	Mary O. Johnson	3.96 ac.	1.00
102	Joseph A. Kaneski	3.55 ac.	1.00
E-50	Owner Unknown (Chester Road)	0.43 ac.	1.00

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners and/or occupants of land taken as aforesaid are hereby required to remove their personal property from the premises on or before the tenth day of March 1956 (unless otherwise agreed upon).

It is therefore

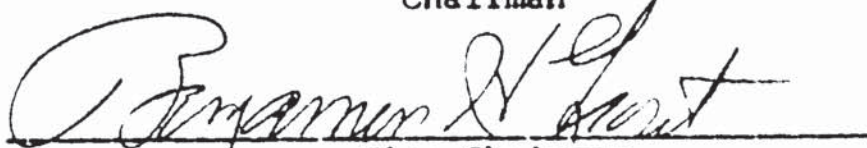
Voted, That the southerly location line of the express toll highway in the Town of Blandford, County of Hampden, be altered as described herein and as described and shown on said plan; and that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file in the office of the County Commissioners of Hampden County and in the office of the Clerk of the Town of Blandford certified copies of said plan, signed by at



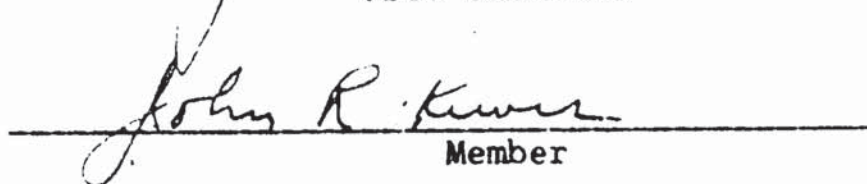
least a majority of the members of the Massachusetts Turnpike Authority attesting that the road as shown on said plan was taken as and for an express toll highway known as 'Massachusetts Turnpike' or as an alteration and/or re-location in connection therewith, by the MASSACHUSETTS TURNPIKE AUTHORITY in accordance with the provisions of Chapter 354 of the Acts of 1952.

Dated at Boston this 19th day of January, 1956.

Chairman



Vice Chairman



Member

MASSACHUSETTS  
TURNPIKE  
AUTHORITY

1956

Blandford



STATE LAYOUT PLAN #54-1  
Taking on north side of Old Chester Rd.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 55 PAGE 95

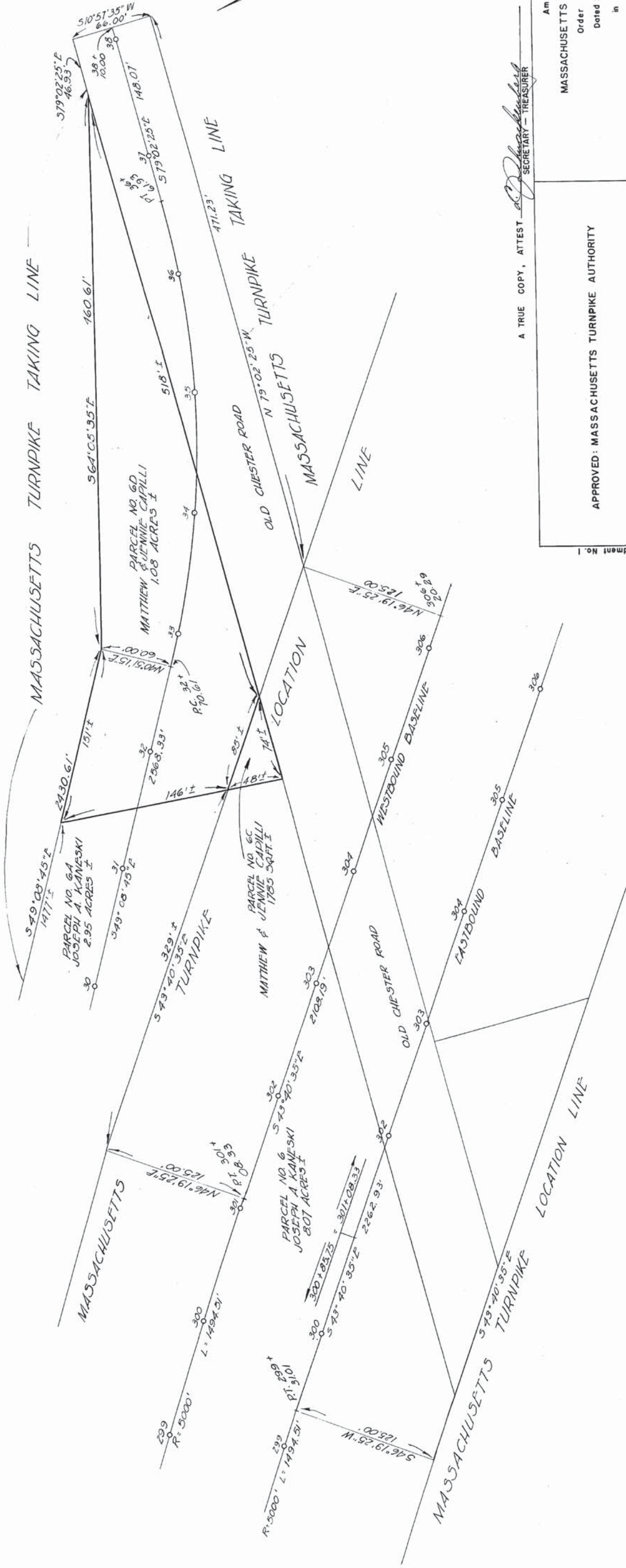
INDEXING

STATE LAYOUT PLAN #54-1

Image Info SH51006 Blandford  
Image Info SH51006 Old Chester Road



BLANDFORD



BLANDFORD

A TRUE COPY, ATTEST *[Signature]* SECRETARY - TREASURER

Amendment No. 1 to  
MASSACHUSETTS TURNPIKE AUTHORITY  
Order of Taking No. 54  
Dated: June 2, 1955

in the Town of  
**BLANDFORD**  
**HAMPDEN COUNTY**  
as prepared by the

MASSACHUSETTS TURNPIKE AUTHORITY  
Date: March 29, 1956  
Scale: 50 feet to the inch

*[Signature]*  
Chief Engineer

APPROVED: MASSACHUSETTS TURNPIKE AUTHORITY

*[Signature]*

*[Signature]*  
MASSACHUSETTS TURNPIKE AUTHORITY

Approved *[Signature]*  
Howard, Needles, Tammen & Bergendoff

Order of Taking No. 54 Amendment No. 1

COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 54, Amend. 1

Hampden SS.

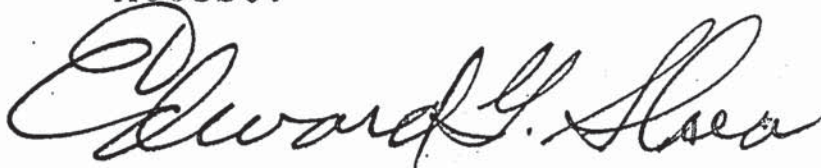
~~County~~/Town Blandford

Apr. 16, 19 56. 11:05 A.M.

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated March 29, 19 56, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the ~~city~~ town of Blandford, as shown on said plan.

Attest:



Clerk of Courts



MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 54  
Amendment No. 1  
Town of Blandford  
County of Hampden

WHEREAS, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, acting in accordance with Chapter 79 of the General Laws and Chapter 354 of the Acts of 1952, did, under date of June 2, 1955, by Order of Taking No. 23, take certain land in the Town of Blandford, County of Hampden, as and for an express toll highway known as 'Massachusetts Turnpike' or as an alteration and/or relocation in connection therewith, as shown on a plan signed by P. H. Kitfield, Chief Engineer, and on file in the office of the Massachusetts Turnpike Authority, said plan being entitled: "Plan for the location of an Express Toll Highway known as 'Massachusetts Turnpike' in the Town of Blandford, Hampden County, as prepared by the Massachusetts Turnpike Authority scale: 1" = 50' date: June 2, 1955", copies of which Order of Taking and plan having been filed in the office of the County Commissioners of Hampden County and in the office of the Clerk of the Town of Blandford; and

WHEREAS, it now appears that in said Order of Taking No. 54 and accompanying plan which were recorded on June 20, 1955 in the Registry of Deeds for Hampden County, at Springfield, in book 2396 at page 39, an amendment is to be made;

NOW, THEREFORE, it is hereby ordered that page 18 of the aforesaid Order of Taking No. 54 be and the same is hereby amended, so that page 18, so amended, shall read as follows:

For damages sustained by persons in their property by reason of the aforesaid takings, the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
1	City of Springfield	17.30 ac.	\$1.00
2	Anton H. and Ruth R. Christiansen	13.11 ac.	1.00
3	City of Springfield	37.23 ac.	1.00
4	Albert C. Glewwie	1.09 ac.	1.00
5	Marjorie H. Wing	6.12 ac.	1.00
5A	Marjorie H. Wing	4.14 ac.	1.00
5B	Marjorie H. Wing	0.63 ac.	1.00
6	Joseph A. Kaneski	8.07 ac.	1.00
6A	Joseph A. Kaneski	2.95 ac.	1.00
6B	Joseph A. Kaneski	0.67 ac.	1.00
6C	Matthew & Jennie Capilli	1785 sq.ft.	1.00
6D	Matthew & Jennie Capilli	1.08 ac.	1.00
7	Mary O. Johnson	0.33 ac.	1.00
8	Joseph A. Kaneski	18.94 ac.	1.00
9	Commonwealth of Massachusetts Department of Natural Resources	15.79 ac.	1.00
10	Francis J. Halbourgh and Herbert A. Dalton	13.17 ac.	1.00
11	Commonwealth of Massachusetts Department of Natural Resources	22.46 ac.	1.00
12	Peck Lumber Company	0.78 ac.	1.00
13	Peck Lumber Company	6.99 ac.	1.00
14	Peck Lumber Company	10.09 ac.	1.00
15	Clyde W. Young	0.19 ac.	1.00
16	James H. Mullen and Frances H. Shea	4.16 ac.	1.00
17	Joseph A. Kuznicki	1.75 ac.	1.00

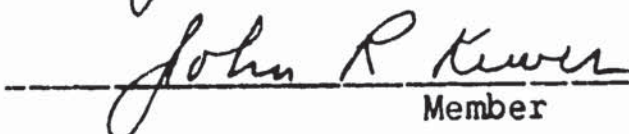


FURTHER, it is voted that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to record this amendment to Order of Taking No. 54, together with a copy of a plan, signed by P. H. Kitfield, Chief Engineer, approved by the Massachusetts Turnpike Authority, and on file in its office, entitled: "Amendment No. 1 to Massachusetts Turnpike Authority Order of Taking No. 54 dated: June 2, 1955 in the Town of Blandford, Hampden County, as prepared by the Massachusetts Turnpike Authority, date: March 29, 1956 scale: 50 feet to the inch" in the Registry of Deeds for Hampden County and to file copies of this amendment and said plan in the Office of the County Commissioners for Hampden County and in the office of the Clerk of the Town of Blandford.

Dated at Boston this twenty-ninth day of March, 1956.

\_\_\_\_\_  
Chairman

  
\_\_\_\_\_  
Vice Chairman

  
\_\_\_\_\_  
Member

MASSACHUSETTS  
TURNPIKE  
AUTHORITY

**Massachusetts Turnpike Authority**

Order of Taking No 54  
Amendment No 1  
Town of Balndford  
County of Hampden

*Filed - April 16, 1956*

*From the office of*

**MASS TURNPIKE AUTH**

**80 BOYLSTON ST  
BOSTON MASS**



1957

Blandford



STATE LAYOUT PLAN #54-2  
Taking on WMECO line

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 61 PAGE 54

INDEXING

STATE LAYOUT PLAN #54-2

**Image Info** SH51007 Blandford

**Image Info** SH51007 Western Massachusetts Electric Company



*Patricia A. [Signature]*  
SECRETARY - TREASURER

Chairman William F. Cassahan  
Vice Chairman Benjamin D. Grant  
Member Alvin D. Grant

J. Henry Leon  
Howard Needles Tammen & Bergendoff

Chief Engineer



COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. ~~54~~ **Amend. 2**

Hamden SS.

~~City/Town~~ Blandford

June 20, 19 **57** **10:45 A.M.**

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated May 23, 19 **57**, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the ~~city/town~~ town of Blandford, as shown on said plan.

Attest:

*Edward G. Shea*

Clerk of Courts

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 54  
Amendment No. 2  
Town of Blandford  
County of Hampden

WHEREAS, the Massachusetts Turnpike Authority, a body political and corporate and a public instrumentality, acting in accordance with Chapter 79 of the General Laws and Chapter 354 of the Acts of 1952, did, by Order of Taking No. 54, dated June 2, 1955 and recorded in the Registry of Deeds for the County of Hampden in Book 2396 at Page 39, take certain parcels of land in the Town of Blandford, County of Hampden, as and for an express toll highway known as "Massachusetts Turnpike" or as an alteration and/or relocation therewith, as shown on a plan signed by P. H. Kitfield, Chief Engineer, said plan being entitled: "Plan for the location of an Express Toll Highway known as 'Massachusetts Turnpike' in the Town of Blandford, Hampden County as prepared by the Massachusetts Turnpike Authority, Scale: 1" = 50' Date June 2, 1955"; copies of which order of taking and plan have been filed in the office of the County Commissioners of Hampden County and in the office of the Clerk of the Town of Blandford; and

WHEREAS, it now appears that in said Order of Taking No. 54 and accompanying plan an amendment is to be made;

NOW, THEREFORE, it is hereby ordered that said Order of Taking No. 54 be and the same is hereby amended as follows:

By inserting the following four paragraphs after the sixth line of Page 17 of said Order of Taking No. 54.

"An easement is hereby granted to the Western Massachusetts



Electric Company, their successors and assigns, on the land hereinafter described, and designated and shown on the plan hereinafter referred to as Parcel EG-301. Said easement consists of the right, subject to the rules and regulations of the Massachusetts Turnpike Authority, to construct, maintain and operate high tension lines, so called, for the transmission of electricity overhead of a portion of the land owned in fee by the Massachusetts Turnpike Authority and designated as Parcel EG-301.

Parcel EG-301 is bounded and described as follows:

Beginning at a point on the northerly location line of the express toll highway, hereinafter referred to, said point bearing north  $42^{\circ}-46'-29''$  east, 150.00 feet distant from station 426 + 77.05 of base line "E" of the express toll highway, hereinafter referred to; thence extends south  $47^{\circ}-13'-31''$  east, 272.47 feet along said northerly location line to a point bearing north  $42^{\circ}-46'-29''$  east, 150.00 feet distant from station 429 + 49.52 of said base line "E"; thence extends south  $85^{\circ}-27'-57''$  west, 408.70 feet to a point on the southerly location line of the express toll highway, hereinafter referred to, said point bearing south  $42^{\circ}-46'-29''$  west, 150.00 feet distant from station 426 + 71.98 of said base line "E"; thence extends north  $47^{\circ}-13'-31''$  west, 272.47 feet along said southerly location line to a point bearing south  $42^{\circ}-46'-29''$  west, 150.00 feet distant from station 423 + 99.51 of said base line "E"; thence extends north  $85^{\circ}-27'-57''$  east, 408.70 feet to the point of beginning.

The northerly and southerly location lines and base line "E" of the express toll highway, hereinbefore referred to, are fully described in the aforesaid Order of Taking No. 54, recorded in the Registry of Deeds for Hampden County in Book 2396 at Page 39.

The above described Parcel EG-301 is shown on a plan prepared by the Massachusetts Turnpike Authority and signed by P. H. Kitfield, Chief Engineer, said plan being entitled: "Plan showing Easement Granted to Western Massachusetts Electric Company over the Massachusetts Turnpike in the Town of Blandford, Hampden County as prepared by the Massachusetts Turnpike Authority, Scale: 1" = 50'



Date:      May 22,      , 1957, an attested copy of which is to be filed with this amendment to Order of Taking No. 54 in the Registry of Deeds for Hampden County in Springfield."

FURTHER, it is voted that the easement as described herein and as described and shown on said plan be granted, and that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file a copy of this amendment to Order of Taking No. 54 along with a copy of said plan attested by at least a majority of the members that the easement granted has been approved, in the office of the County Commissioners of Hampden County and in the office of the Clerk of the Town of Blandford.

Dated at Boston this      twenty-third      day of      May  
1957.

<u>William J. Callahan</u> Chairman	MASSACHUSETTS TURNPIKE AUTHORITY
<u>Benjamin V. Frost</u> Vice Chairman	
<u>John R. Kewer</u> Member	



1955

Blandford



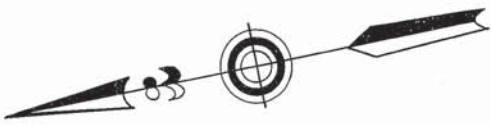
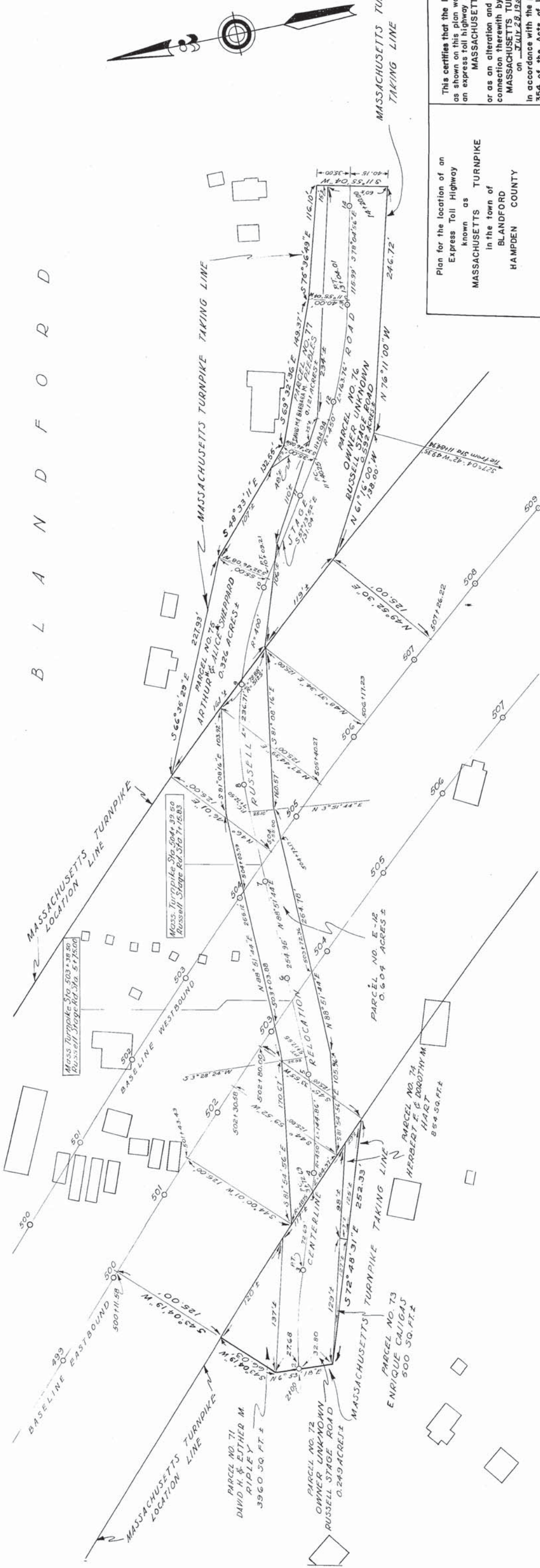
STATE LAYOUT PLAN # 79  
Relocations of Russell Stage Rd., Kaoun Rd., & Sperry Rd.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 51 PAGE 110-118

INDEXING

STATE LAYOUT PLAN # 79

- Image Info SH51008 Blandford
- Image Info SH51008 Kaolin Road
- Image Info SH51008 Russell Stage Road
- Image Info SH51008 Sperry Road



Plan for the location of an Express Toll Highway known as MASSACHUSETTS TURNPIKE in the town of BLANDFORD HAMPDEN COUNTY

as prepared by the MASSACHUSETTS TURNPIKE AUTHORITY scale : 1"= 50' date JULY 28, 1955

CHIEF ENGINEER

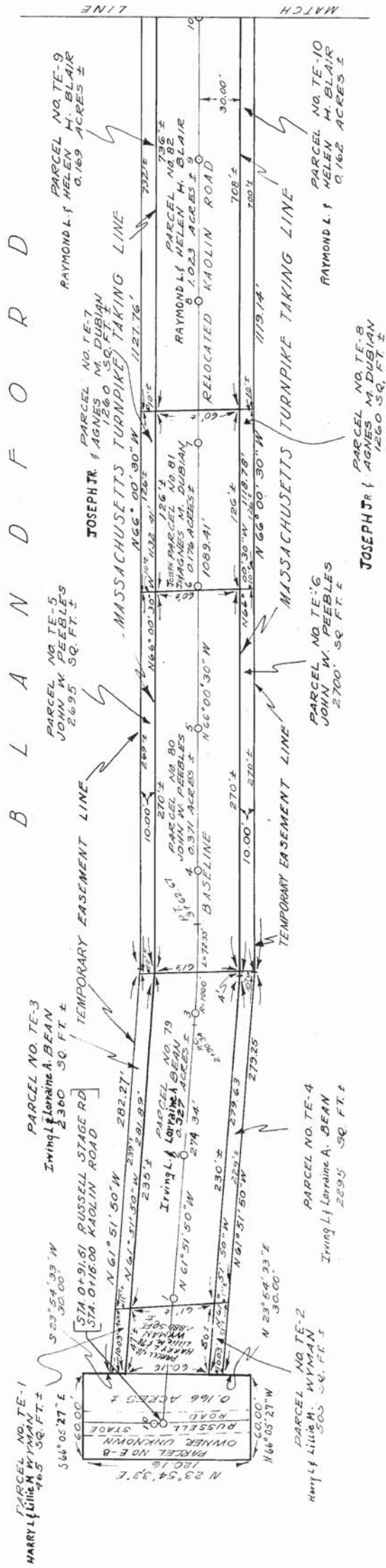
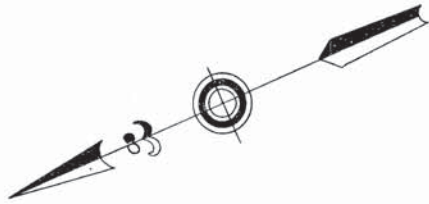
This certifies that the location of the road as shown on this plan was taken as and for an express toll highway known as MASSACHUSETTS TURNPIKE or as an alteration and or relocation in connection therewith by the MASSACHUSETTS TURNPIKE AUTHORITY on JULY 28, 1955 in accordance with the provisions of Chapter 354 of the Acts of 1952

CHAIRMAN *William F. O'Connell*  
VICE-CHAIRMAN *Raymond J. West*  
MEMBER - MASSACHUSETTS TURNPIKE AUTHORITY  
APPROVED: *J. Henry Leon*  
HOWARD NEEDLES TAMMEN & BERGENDORF

ORDER OF TAKING NUMBER 79

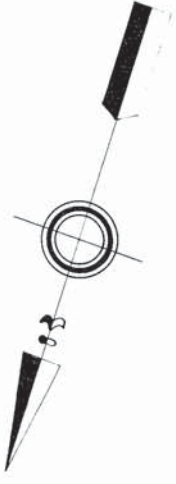
A TRUE COPY, ATTEST *[Signature]* SECRETARY - TREASURER



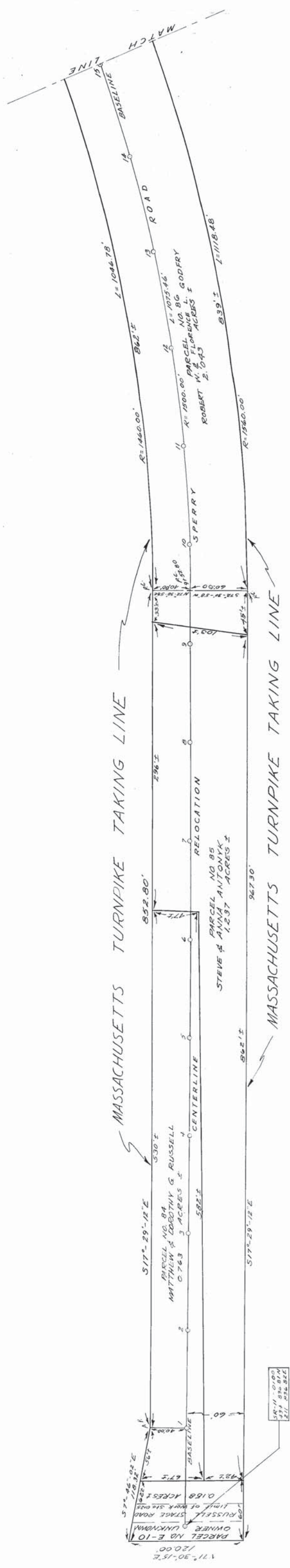






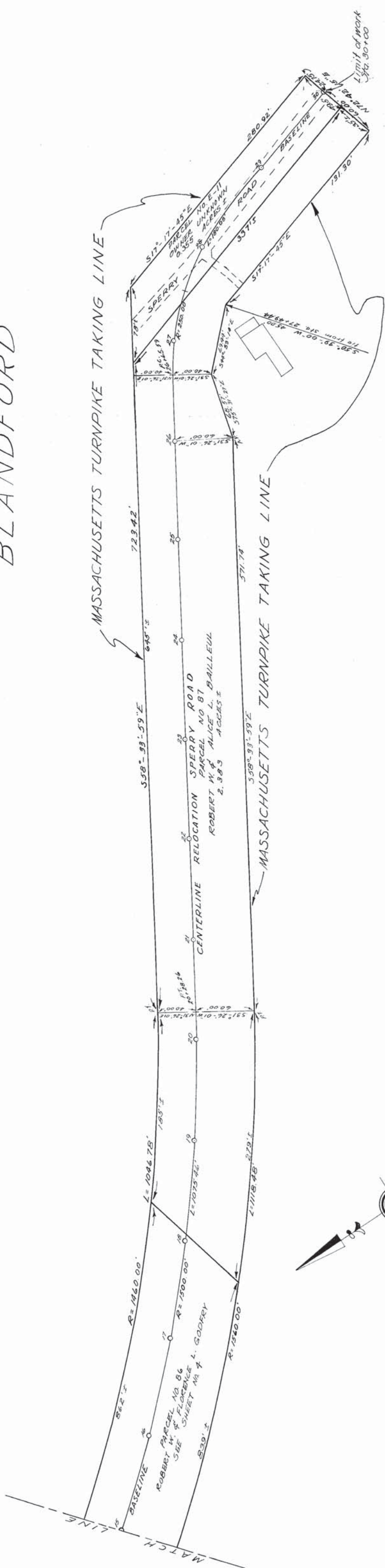


## BLANDFORD



BLANDFORD

BLANDFORD



BLANDFORD



COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 79

Hampden, ss

Town of Blandford

August 8, 1955

*9:30 a.m.*

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioners for said County, to wit:-

A certified copy of a plan and location bearing thereon a certificate dated July 28, 1955, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the Town of Blandford as shown on said plan.

Attest:

*Edward G. Shea*

Clerk of Courts

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 79  
Town of Blandford  
County of Hampden

For the purpose of constructing a grade separation at an intersection of the "Massachusetts Turnpike", an express toll highway, with a public highway in the Town of Blandford, County of Hampden and for the purpose of altering and changing the locations of three public highways in said town deemed necessary for carrying out the provisions of Chapter 354 of the Acts of 1952, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, does hereby take, under the provisions of Chapter 79 of the General Laws and said Chapter 354 of the Acts of 1952, all of the land within the limits of the takings hereinafter described, including all trees and structures (not including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and for telephone communication, however affixed to the realty) located thereon, situated in the Town of Blandford, County of Hampden, all of said land being taken in fee simple (with the exception of Parcels E-8, E-9, E-10, E-11, DE-4, DE-5, DE-6, TE-1, TE-2, TE-3, TE-4, TE-5, TE-6, TE-7, TE-8, TE-9, TE-10, and TE-11, referred to below), the supposed owners thereof, shown on a plan, hereinafter referred to, being set forth in the schedule of awards hereinafter contained.

Excepted and reserved from the rights herein taken are all easements, licenses, and permits for wires, pipes, conduits, and other appurtenances for the conveyance of water, sewage, gas and electricity and for telephone communication now lawfully in or upon said premises hereby taken, but with the provision that all said facilities shall be located under and/or in or attached to a bridge over the aforesaid express toll highway.

Excepted and reserved, also, from the rights herein taken are all lawful rights of the public to use those portions of Russell Stage Road, Kaolin Road, and Sperry Road in the Town of Blandford as hereby altered, reconstructed and/or



relocated, in accordance with the takings, hereinafter described.

In connection with the construction, maintenance, repair and operation of the aforesaid express toll highway known as the "Massachusetts Turnpike", it is necessary to change and adjust the lines and grades of two sections of one public highway in the Town of Blandford, County of Hampden, in accordance with the provisions of Chapter 354 of the Acts of 1952, being described as follows:

The takings for this purpose are for widening and changing the grade and alignment of and relocating a portion of Russell Stage Road in the Town of Blandford so as to accommodate the same to the design of a grade separation at the intersection of said road with the express toll highway as described in Order of Taking No. 37, recorded with the Registry of Deeds for Hampden County, at Springfield in book 2385 at page 206, and consists of two sections, one being east of and abutting the northerly location line of the express toll highway as described in said Order of Taking No. 37 and the other being west of and abutting the southerly location line of the express toll highway as described in said Order of Taking No. 37.

The taking for the alteration, reconstruction, and/or relocation of Russell Stage Road on the easterly side of the northerly location line of the aforesaid express toll highway is more fully described as follows:

The taking line for said alteration, reconstruction and/or relocation begins at a point on the northerly location line of the express toll highway as described in Order of Taking No. 37, said point bearing north  $46^{\circ}-46'-01''$  east, 125.00 feet distant from station 504 / 55.00 of the main base line of the express toll highway as described in said Order of Taking No. 37; thence extends south  $66^{\circ}-35'-29''$  east, 227.93 feet to a point; thence extends south  $48^{\circ}-33'-11''$  east, 132.55 feet to a point; thence extends south  $69^{\circ}-32'-36''$  east, 149.37 feet to a point; thence extends south  $75^{\circ}-36'-49''$  east, 116.10 feet to a point; thence extends south  $11^{\circ}-55'-04''$  west, 75.15 feet to a point; thence extends north  $76^{\circ}-11'-00''$  west, 246.72 feet to a point; thence extends north  $61^{\circ}-16'-00''$  west, 138.00 feet to a point on the said northerly location line, bearing north  $49^{\circ}-52'-30''$  east, 125.00 feet distant from station 507 / 26.22 of said main base line; thence extends in a northwesterly direction along said northerly location line 125.00 feet distant from and parallel to said main base line to the point of beginning.



The lines defining the aforesaid taking are further defined by bounds set at angle points and points of curvature.

The taking line for the alteration, reconstruction and/or relocation of Russell Stage Road on the westerly side of the southerly location line of the aforesaid express toll highway is more fully described as follows:

The taking line for said alteration, reconstruction and/or relocation begins at a point on the southerly location line of said express toll highway as described in said Order of Taking No. 37, said point bearing south  $45^{\circ}-33'-55''$  west, 125.00 feet distant from station 502 / 80.00 of the main base line of the express toll highway as described in said Order of Taking No. 37; thence extends north  $72^{\circ}-48'-31''$  west, 252.33 feet to a point; thence extends north  $6^{\circ}-53'-18''$  east, 60.48 feet to a point; thence extends north  $43^{\circ}-04'-19''$  east, 66.03 feet to a point on the said southerly location line, bearing south  $43^{\circ}-04'-19''$  west, 125.00 feet distant from station 500 / 11.58 of said main base line; thence extends along said southerly location line in a southerly direction, 125.00 feet distant from and parallel to said main base line to the point of beginning.

The lines defining the aforesaid taking are further defined by bounds set at angle points and points of curvature.

Also in connection with the construction, maintenance, repair, and operation of the aforesaid express toll highway known as the "Massachusetts Turnpike", it is necessary to change the location of a portion of a public highway in the Town of Blandford, County of Hampden, in accordance with the provisions of Chapter 354 of the Acts of 1952, being described as follows:

The taking for this purpose, hereinafter referred to sometimes as the Kaolin Road taking, is to connect Kaolin Road with Russell Stage Road, as a public convenience; and said taking is more fully described as follows:

The base line for said relocation begins at a point in existing Russell Stage Road and said point is shown on the plan hereinafter referred to as station 0 / 91.61 of said Russell Stage Road or station 0 / 16.00 of Kaolin Road. From said point of beginning the Kaolin Road Relocation base line thence extends south  $61^{\circ}-51'-50''$  east, 274.34 feet to a point of curve, shown on said plan as station 2 / 90.34; thence extends in a southeasterly direction by a curve to the left, as shown on said plan, of 1,000.00 feet radius, 72.33 feet to a point of tangent,



shown on said plan as station 3 / 62.67; thence extends south  $66^{\circ}-00'-30''$  east, 1,089.41 feet to a point of curve, shown on said plan as station 14 / 52.08; thence extends in a southeasterly direction by a curve to the right, as shown on said plan of 240.79 feet radius, 214.58 feet to a point of tangent, shown on said plan as station 16 / 66.66; thence extends south  $14^{\circ}-57'-00''$  east, 83.34 feet to a point at the end of the taking, shown on said plan as station 17 / 50.00 of said Kaolin Road Relocation base line.

The taking line for said relocation begins at a point bearing south  $75^{\circ}-03'-00''$  west, 25.00 feet distant from station 17 / 50.00 of the Kaolin Road base line, hereinbefore described; thence extends north  $14^{\circ}-57'-00''$  west, 64.97 feet to a point of curve, bearing south  $38^{\circ}-44'-40''$  west, 31.02 feet distant from station 16 / 66.66 of said Kaolin Road Relocation base line; thence extends in a northwesterly direction by a curve to the left, as shown on said plan of 240.79 feet radius, 214.58 feet to a point bearing south  $38^{\circ}-44'-40''$  west, 31.02 feet distant from station 14 / 52.08 of said Kaolin Road Relocation base line; thence extends in a westerly direction 30.00 feet from and parallel to said Kaolin Road Relocation base line to a point on the easterly street line of existing Russell Stage Road; thence extends south  $23^{\circ}-54'-33''$  west, 30.00 feet to a point; thence extends north  $66^{\circ}-05'-27''$  west, 60.00 feet to a point on the westerly street line of said Russell Stage Road; thence extends north  $23^{\circ}-54'-33''$  east, 120.16 feet to a point; thence extends south  $66^{\circ}-05'-27''$  east, 60.00 feet to a point; thence extends south  $23^{\circ}-54'-33''$  west, 30.00 feet to a point; thence extends in a southeasterly direction 30.00 feet from and parallel to said Kaolin Road Relocation base line to a point bearing north  $38^{\circ}-44'-40''$  east, 31.02 feet distant from station 14 / 52.08 of said base line; thence extends in a southeasterly direction by a curve to the right as shown on said plan of 240.79 feet radius, 214.58 feet to a point of tangent, bearing north  $38^{\circ}-44'-40''$  east, 31.02 feet distant from station 16 / 66.66 of said Kaolin Road Relocation base line; thence extends south  $14^{\circ}-57'-00''$  east, 102.71 feet to a point at the end of the taking, said point bearing north  $75^{\circ}-03'-00''$  east, 25.00 feet distant from station 17 / 50.00 of said Kaolin Road Relocation base line; thence extends south  $75^{\circ}-03'-00''$  west, 50.00 feet to the point of beginning.

The lines defining the aforesaid taking are further defined by bounds set at angle points and points of curvature.

Also in connection with the construction, maintenance, repair and operation of the aforesaid express toll highway known as "Massachusetts Turnpike", it is necessary to change the location of a portion of a public highway in the Town of Blandford, County of Hampden, in accordance with the provisions of Chapter 354 of the Acts of 1952, being described as follows:

The taking for this purpose, hereinafter referred to sometimes as the Sperry Road taking, is to connect Sperry Road with Russell Stage Road, as a public convenience; and said taking is more fully described as follows:



From a point of beginning on the westerly street line of existing Russell Stage Road as shown on the plan hereinafter referred to, said taking line thence extends south  $7^{\circ}-46^{\circ}-02''$  east, 118.32 feet to a point of angle; thence extends south  $17^{\circ}-29^{\circ}-12''$  east, 852.80 feet to a point of curve; thence extends in a southeasterly direction by a curve to the left, as shown on said plan, of 1,460.00 feet radius, 1,046.78 feet to a point of tangent; thence extends south  $58^{\circ}-33^{\circ}-59''$  east, 723.42 feet to a point; thence extends south  $17^{\circ}-17^{\circ}-45''$  east, 280.92 feet to a point at the end of taking; thence extends south  $72^{\circ}-42^{\circ}-15''$  west, 84.75 feet to a point; thence extends north  $17^{\circ}-17^{\circ}-45''$  west, 131.30 feet to a point; thence extends north  $44^{\circ}-53^{\circ}-1$  west, 69.44 feet to a point; thence extends north  $75^{\circ}-31^{\circ}-27''$  west, 68.57 feet to a point of angle; thence extends north  $58^{\circ}-33^{\circ}-59''$  west, 571.74 feet to a point of curve; thence extends in a northwesterly direction by a curve to the right of 1,560.00 feet radius, 1,118.48 feet to a point of tangent; thence extends north  $17^{\circ}-29^{\circ}-12''$  west, 967.30 feet to a point on the westerly side of said Russell Stage Road; thence extends north  $71^{\circ}-30^{\circ}-15''$  east, 120.00 feet to the point of beginning.

The lines defining the aforesaid taking are further defined by bounds set at angle points and points of curvature.

In connection with the construction, maintenance, repair and operation of the aforesaid express toll highway known as "Massachusetts Turnpike", it is necessary to construct drainage structures and to perform related work in three parcels of land in the Town of Russell for which permanent easements are hereby taken in behalf of the Massachusetts Turnpike Authority in accordance with the provisions of Chapter 354 of the Acts of 1952. Said land is designated on the plan of the Kaolin Road Relocation taking as Parcels DE-4, DE-5, and DE-6. Said easements consist of the right to enter upon said land at any time to construct thereon and to maintain and use, drainage structures and ditches together with the right to clean and straighten any watercourses located thereon.

The taking lines for said permanent drainage easements are more fully described as follows:

From a point of beginning on the taking line for the Kaolin Road Relocation taking, hereinbefore described, said point bearing north  $38^{\circ}-44^{\circ}-40''$  east, 31.02 feet distant from station 14 / 52.08 of the Kaolin Road Relocation base line, hereinbefore described, said drainage easement taking line thence extends north  $0^{\circ}-47^{\circ}-25''$  east, 194.56 feet to a point of tangent on the southerly location line of the "Massachusetts Turnpike," hereinbefore referred to; thence extends south  $31^{\circ}-34^{\circ}-06''$  east, 238.12 feet to a point; thence extends south  $5^{\circ}-03^{\circ}-00''$  west, 91.90 feet to a point; thence extends south  $14^{\circ}-57^{\circ}-00''$  west, 60.00 feet to a point of tangent, bearing north  $38^{\circ}-44^{\circ}-40''$  east, 31.02 feet distant from station 16 / 66.66 of said Kaolin Road Relocation base line; thence extends in a northwesterly direction by a curve to the left of 240.79 feet radius, 214.58 feet to the point of beginning.

Permanent easements are hereby taken, in behalf of the Massachusetts Turnpike



Authority, in two parcels of land included within the limits of the Kaolin Road Relocation taking, hereinbefore described, and designated on the plan of said taking as Parcels No. E-8 and E-9, said easements consisting of the right to alter and/or reconstruct said land so as to accommodate said land to the design of the relocation of said Kaolin Road. Said land shall remain subject to any lawful use by the public which will not interfere with the alteration, reconstruction and/or relocation of said Kaolin Road.

Permanent easements are hereby taken, in behalf of the Massachusetts Turnpike Authority, in two parcels of land included within the limits of the Sperry Road Relocation taking, hereinbefore described, and designated on the plan of said taking as Parcels No. E-10, and E-11, said easements consisting of the right to alter and/or reconstruct said land so as to accommodate said land to the design of the relocation of said Sperry Road. Said land shall remain subject to any lawful use by the public which will not interfere with the alteration, reconstruction, and/or relocation of said Sperry Road.

It being necessary in the construction and/or relocation of Kaolin Road, hereinbefore described, to construct slopes of excavation and embankment outside of the said Kaolin Road Relocation, temporary easements are hereby taken in behalf of the Massachusetts Turnpike Authority in 11 parcels of land in the Town of Blandford outside of and abutting the Kaolin Road Relocation taking hereinbefore described, and designated on the plan of said taking as Parcels TE-1, TE-3, TE-5, TE-7, and TE-9, being northerly of said Kaolin Road Relocation taking; and Parcels TE-2, TE-4, TE-6, TE-8, TE-10, and TE-11, being southerly of said Kaolin Road Relocation taking. Said easements consist of the right to enter said land to construct slopes for the protection of Kaolin Road Relocation. Said land is taken in accordance with the provisions of Chapter 354 of the Acts of 1952, and Chapter 79 of the General Laws. Said temporary easement takings are more fully described as follows:

The taking line for those temporary easements northerly of the Kaolin Road Relocation taking, hereinbefore described, begins at a point on the easterly street line of Russell Stage Road, and on the land of Wyman, said point being shown on the



plan of Kaolin Road Relocation taking as the northernmost point of Parcel No. 78. From said point of beginning, the taking line thence extends north  $23^{\circ}-54^{\circ}-33''$  east, 10.03 feet to a point; thence extends south  $61^{\circ}-51^{\circ}-50''$  east, 282.27 feet to a point; thence extends south  $66^{\circ}-00^{\circ}-30''$  east, 1,127.76 feet to a point; thence extends south  $0^{\circ}-47^{\circ}-25''$  west, 10.88 feet to a point bearing north  $38^{\circ}-44^{\circ}-40''$  east, 31.02 feet distant from station 14 / 52.08 of the Kaolin Road Relocation base line hereinbefore described; thence extends north  $66^{\circ}-00^{\circ}-30''$  west, 1,132.41 feet to a point; thence extends north  $61^{\circ}-51^{\circ}-50''$  west, 281.89 feet to the point of beginning.

The taking line for those temporary easements southerly of the Kaolin Road Relocation taking hereinbefore described, begins at a point on the easterly street line of Russell Stage Road and on the land of Wyman, said point being shown on the plan of Kaolin Road Relocation taking as the northwesterly corner of Parcel No. 78. From said point of beginning the taking line thence extends south  $61^{\circ}-51^{\circ}-50''$  east, 279.63 feet to a point; thence extends south  $66^{\circ}-00^{\circ}-30''$  east, 1,118.78 feet to a point; thence extends by a curve to the right of 240.79 feet radius, 214.58 feet to a point; thence extends south  $14^{\circ}-57^{\circ}-00''$  east, 64.97 feet to a point, bearing south  $75^{\circ}-03^{\circ}-00''$  west, 25.00 feet distant from station 17 / 50.00 of said Kaolin Road base line; thence extends south  $75^{\circ}-03^{\circ}-00''$  west, 10.00 feet to a point; thence extends north  $14^{\circ}-57^{\circ}-00''$  west, 64.97 feet to a point; thence extends by a curve to the left of 230.79 feet radius, 205.67 feet to a point; thence extends north  $66^{\circ}-00^{\circ}-30''$  west, 1,119.14 feet to a point; thence extends north  $61^{\circ}-51^{\circ}-50''$  west, 279.25 feet to a point on the easterly street line of said Russell Stage Road; thence extends north  $23^{\circ}-54^{\circ}-33''$  east, 10.03 feet to the point of beginning.

The aforesaid Russell Stage Road Relocation taking, Kaolin Road Relocation taking, Sperry Road Relocation taking, drainage easements and temporary easements for slope construction are all shown on a plan signed by P. H. Kitfield, Chief Engineer, prepared by the Massachusetts Turnpike Authority, and on file in its office, said plan being entitled:

"Plan for the location of an Express Toll Highway known as 'MASSACHUSETTS TURNPIKE' in the Town of BLANDFORD, HAMPDEN COUNTY, as prepared by the MASSACHUSETTS TURNPIKE AUTHORITY scale 1" = 50' Date July 28, 1955  
an attested copy of which is to be recorded with this order of taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by persons in their property by reasons of the aforesaid takings the following awards are made:



<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
71	David H. & Esther M. Ripley	3960 sq.ft.	\$1.00
72	Owner Unknown (Russell Stage Road)	0.249 Ac.	1.00
73	Enrique Cajigas	500 sq.ft.	1.00
74	Herbert E. & Dorothy M. Hart	854 sq.ft.	1.00
75	Arthur H. & Alice A. Sheppard	0.326 Ac.	1.00
76	Owner Unknown (Russell Stage Road)	0.592 Ac.	1.00
77	David M. & Barbara M. Peebles	0.121 Ac.	1.00
78	Harry L. Wyman & Lillie M. Wyman	2880 sq.ft.	1.00
79	Irving L. Bean & Lorraine A. Bean	0.327 Ac.	1.00
80	John W. Peebles	0.371 Ac.	1.00
81	Joseph Dubian, Jr. & Agnes M. Dubian	0.176 Ac.	1.00
82	Raymond L. & Helen H. Blair	1.023 Ac.	1.00
83	Ralph O. & Lurena Mae Bernard	0.162 Ac.	1.00
84	Matthew & Dorothy G. Russell	0.763 Ac.	1.00
85	Steve & Anna Antonyk	1.237 Ac.	1.00
86	Robert W. & Florence L. Godfry	2.043 Ac.	1.00
87	Robert W. & Alice L. Bailleul	2.383 Ac.	1.00
DE-4	Raymond L. & Helen H. Blair	0.272 Ac.	1.00
DE-5	Owner Unknown (Kaolin Road)	0.130 Ac.	1.00
DE-6	Ralph O. & Lurena Mae Bernard	703 sq.ft.	1.00
E-8	Owner Unknown (Russell Stage Road)	0.166 Ac.	1.00
E-9	Owner Unknown (Kaolin Road)	0.202 Ac.	1.00
E-10	Owner Unknown (Russell Stage Road)	0.158 Ac.	1.00
E-11	Owner Unknown (Sperry Road)	0.355 Ac.	1.00
TE-1	Harry L. Wyman & Lillie M. Wyman	465 sq.ft.	1.00
TE-2	Harry L. Wyman & Lillie M. Wyman	505 sq.ft.	1.00

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
TE-3	Irving L. Bean & Lorraine A. Bean	2360 sq.ft.	\$1.00
TE-4	Irving L. Bean & Lorraine A. Bean	2295 sq.ft.	1.00
TE-5	John W. Peebles	2695 sq.ft.	1.00
TE-6	John W. Peebles	2700 sq.ft.	1.00
TE-7	Joseph Dubian, Jr. & Agnes M. Dubian	1260 sq.ft.	1.00
TE-8	Joseph Dubian, Jr. & Agnes M. Dubian	1260 sq.ft.	1.00
TE-9	Raymond L. & Helen H. Blair	0.169 Ac.	1.00
TE-10	Raymond L. & Helen H. Blair	0.162 Ac.	1.00
TE-11	Ralph O. & Lurena Mae Bernard	2887 sq.ft.	1.00

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners and/or occupants of land taken as aforesaid are hereby required to remove their personal property from the premises on or before the thirty-first day of August, 1955 (unless otherwise agreed upon).

It is therefore

Voted, That said Russell Stage Road be altered and relocated as described herein and as described and shown on said plan; that said Kaolin Road be altered and relocated as described herein and as described and shown on said plan; that said Sperry Road be altered and relocated as described herein and as described and shown on said plan; that said permanent drainage easements be located as described herein and as described and shown on said plan; that said temporary easements for slope construction, abutting the Kaolin Road taking, hereinbefore described, be located as described herein and as described and shown on said plan; and that the Secretary-Treasurer of the Massachusetts



Turnpike Authority be and hereby is instructed to file in the office of the County Commissioners of Hampden County and in the office of the Clerk of the Town of Blandford, certified copies of said plan, signed by at least a majority of the members of the Massachusetts Turnpike Authority attesting that the road as shown on said plan was taken as and for an express toll highway known as "Massachusetts Turnpike" or as an alteration and/or relocation in connection therewith, by the MASSACHUSETTS TURNPIKE AUTHORITY in accordance with the provisions of Chapter 354 of the Acts of 1952.

Dated at Boston this 28th day of July, 1955.

William F. Callahan  
Chairman

Benjamin W. Hunt  
Vice Chairman

\_\_\_\_\_  
Member

MASSACHUSETTS  
TURNPIKE  
AUTHORITY

MASSACHUSETTS TURNPIKE AUTHORITY  
Order of Taking No. 79  
Town of Blandford  
County of Hampden

*Filed: August 8, 1955*

*From the office of*

MASS. TURNPIKE AUTH.  
80 BOYLSTON ST.  
BOSTON - MASS.



1956

Blandford



STATE LAYOUT PLAN #79-1  
Takings near Russell Stage Rd.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 55 PAGE 51

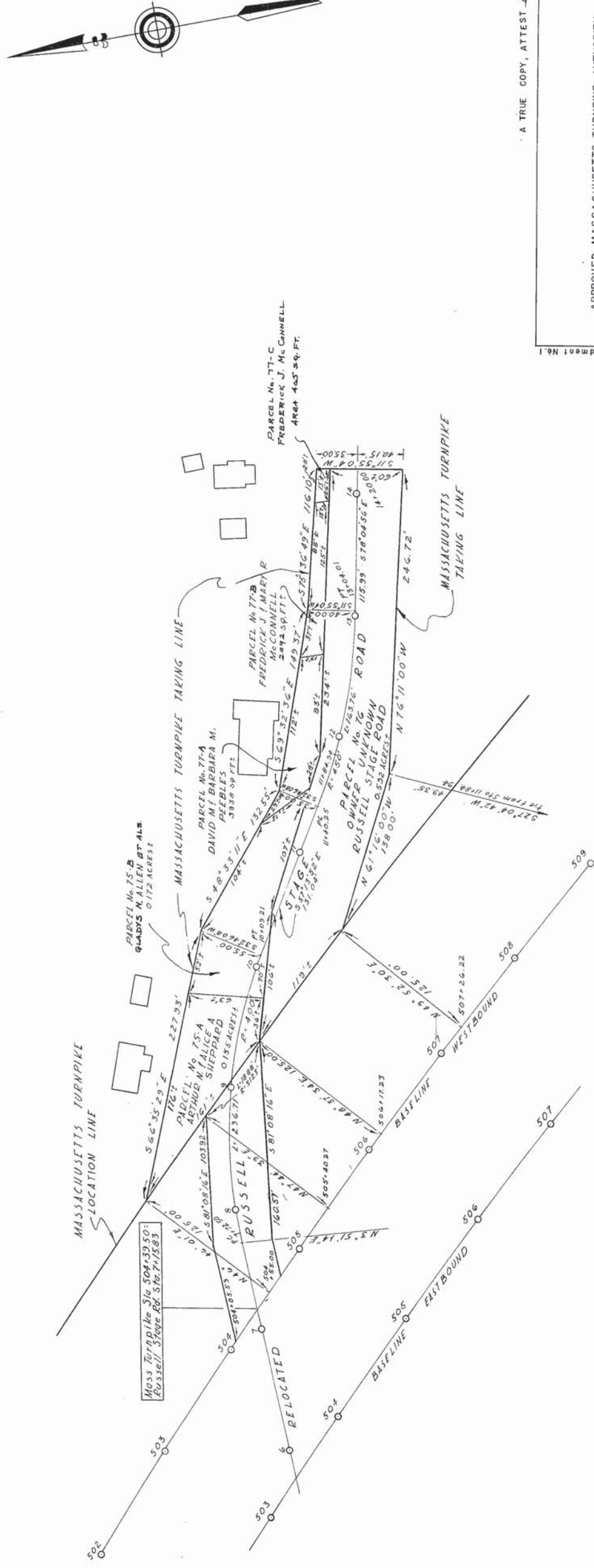
INDEXING

STATE LAYOUT PLAN #79-1

**Image Info** SH51009 Blandford

**Image Info** SH51009 Russell Stage Road

B L A N D F O R D



A TRUE COPY, ATTEST *John Schenkling*  
SECRETARY - TREASURER

Order of Taking No. 79 Amendment No. 1

Amendment No. 1 to  
MASSACHUSETTS TURNPIKE AUTHORITY  
Order of Taking No. 79  
Dated: July 28, 1955

in the Town of

BLANDFORD  
HAMPTON COUNTY

as prepared by the  
MASSACHUSETTS TURNPIKE AUTHORITY  
Date: February 9, 1956  
Scale 40 feet to the inch  
*C. H. Rafter*  
Chief Engineer

APPROVED MASSACHUSETTS TURNPIKE AUTHORITY

Benjamin D. East

*John P. Kover*  
MASSACHUSETTS TURNPIKE AUTHORITY

Approved: J. Henry Leon  
Howard, Needles, Tammen & Bergendoff.

Howard, Needles, Tammen &amp; Bergendoff.



COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 79, Amend. No. 1

Hampden SS.

~~OTtery~~ Town Blandford

March 5, 19 56 11:22 A.M.

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated February 9, 19 56, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 79  
Amendment No. 1  
Town of Blandford  
County of Hampden

WHEREAS, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, acting in accordance with Chapter 79 of the General Laws and Chapter 354 of the Acts of 1952, did, under date of July 28, 1955, by Order of Taking No. 79, take certain land in the Town of Blandford, County of Hampden, as and for an express toll highway known as 'Massachusetts Turnpike' or as an alteration and/or relocation in connection therewith, as shown on a plan signed by P. H. Kitfield, Chief Engineer, and on file in the office of the Massachusetts Turnpike Authority, said plan being entitled: "Plan for the location of an Express Toll Highway known as 'Massachusetts Turnpike' in the Town of Blandford, Hampden County, as prepared by the Massachusetts Turnpike Authority scale: 1" = 50' date: July 28, 1955", copies of which order of taking and plan having been filed in the office of the County Commissioners of Hampden County and in the office of the Clerk of the Town of Blandford; and

WHEREAS, it now appears that in said Order of Taking No. 79 and accompanying plan which were recorded on August 8, 1955 in the Registry of Deeds for Hampden County at Springfield, in book 2407 at page 209. an amendment to be made:



and striking out line 8 and inserting in place thereof, the following three lines:

77A	David M. & Barbara M. Peebles	3938 sq.ft.	\$1.00
77B	Frederick J. & Mary R. McConnell	2092 sq.ft.	1.00
77C	Frederick J. McConnell	405 sq.ft.	1.00

so that Page 8, so amended, shall read as follows:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
71	David H. & Esther M. Ripley	3960 sq.ft.	\$1.00
72	Owner Unknown (Russell Stage Road)	0.249 ac.	1.00
73	Enrique Cajigas	500 sq.ft.	1.00
74	Herbert E. & Dorothy M. Hart	854 sq.ft.	1.00
75A	Arthur H. & Alice A. Sheppard	0.155 ac.	1.00
75B	Gladys N. Allen, et als	0.172 ac.	1.00
76	Owner Unknown (Russell Stage Road)	0.592 ac.	1.00
77A	David M. & Barbara M. Peebles	3938 sq.ft.	1.00
77B	Frederick J. & Mary R. McConnell	2092 sq.ft.	1.00
77C	Frederick J. McConnell	405 sq.ft.	1.00
78	Harry L. Wyman & Lillie M. Wyman	2880 sq.ft.	1.00
79	Irving L. Bean & Lorraine A. Bean	0.327 ac.	1.00
80	John W. Peebles	0.371 ac.	1.00
81	Joseph Dubian, Jr. & Agnes M. Dubian	0.176 ac.	1.00
82	Raymond L. & Helen H. Blair	1.023 ac.	1.00
83	Ralph O. & Lurena Mae Bernard	0.162 ac.	1.00
84	Matthew & Dorothy G. Russell	0.763 ac.	1.00
85	Steve & Anna Antonyk	1.237 ac.	1.00
86	Robert W. & Florence L. Godfry	2.043 ac.	1.00
87	Robert W. & Alice L. Bailleul	2.383 ac.	1.00
DE-4	Raymond L. & Helen H. Blair	0.272 ac.	1.00
DE-5	Owner Unknown (Kaolin Road)	0.130 ac.	1.00
DE-6	Ralph O. & Lurena Mae Bernard	703 sq.ft.	1.00
E-8	Owner Unknown (Russell Stage Road)	0.166 ac.	1.00
E-9	Owner Unknown (Kaolin Road)	0.202 ac.	1.00
E-10	Owner Unknown (Russell Stage Road)	0.158 ac.	1.00
E-11	Owner Unknown (Sperry Road)	0.355 ac.	1.00
TE-1	Harry L. Wyman & Lillie M. Wyman	465 sq.ft.	1.00
TE-2	Harry L. Wyman & Lillie M. Wyman	505 sq.ft.	1.00



The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

FURTHER, it is voted that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to record this amendment to Order of Taking No. 79, together with a copy of a plan, signed by P. H. Kitfield, Chief Engineer, approved by the Massachusetts Turnpike Authority, and on file in its office, entitled: "Amendment No. 1 to Massachusetts Turnpike Authority Order of Taking No. 79, dated July 28, 1955 in the Town of Blandford, Hampden County, as prepared by the MASSACHUSETTS TURNPIKE AUTHORITY, Dated February 9, 1956", in the Town of Blandford, Hampden County, Scale: 1" = 40', in the Registry of Deeds for Hampden County, and to file copies of this Amendment and said plan in the office of the County Commissioners for Hampden County and in the office of the Clerk of the Town of Blandford.

Dated at Boston this        mnth        day of February,        1956.

Chairman



Vice Chairman



Member

MASSACHUSETTS  
TURNPIKE  
AUTHORITY

Massachusetts Turnpike Authority

Order of Taking No 79  
Amendment No. 1  
Town of Blandford  
County of Hampden

Filed-March 5, 1956

*From the office of*

MASS TURNPIKE AUTH  
80 BOYLSTON ST  
BOSTON MASS



1955

Blandford



STATE LAYOUT PLAN #86  
Gore Rd. relocation & taking

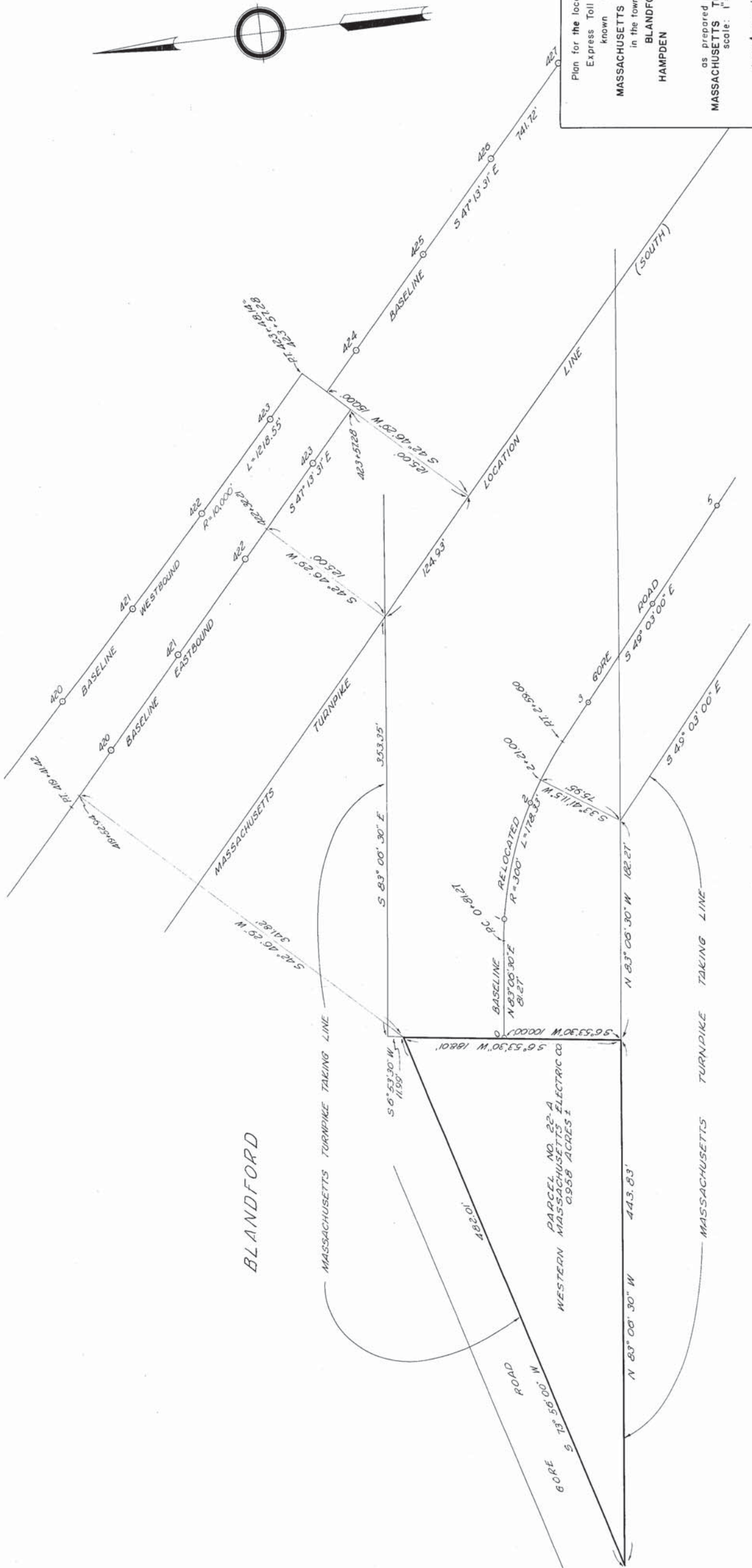
SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 52 PAGE 88

INDEXING

STATE LAYOUT PLAN #86

Image Info SH51010 Blandford

Image Info SH51010 Gore Road



Plan for the location of an Express Toll Highway known as

MASSACHUSETTS TURNPIKE

in the town of

BLANDFORD

HAMPDEN COUNTY

as prepared by the

MASSACHUSETTS TURNPIKE AUTHORITY

scale: 1" = 50'

date: August 11, 1955

*C. H. Kettner*  
CHIEF ENGINEER

This certifies that the location of the road as shown on this plan was taken as and for an express toll highway known as

MASSACHUSETTS TURNPIKE

or as an alteration and/or relocation in connection therewith, by the

MASSACHUSETTS TURNPIKE AUTHORITY

on August 11, 1955

in accordance with the provisions of Chapter 354 of the Acts of 1952

*William J. O'Connell*  
CHAIRMAN

*William J. O'Connell*  
VICE CHAIRMAN

*John A. Kettner*  
MEMBER

MASSACHUSETTS TURNPIKE AUTHORITY

APPROVED: *J. Henry Dean*  
HOWARD NEEDLES, TAMMEN & BERGENDOFF

ORDER OF TAKING NUMBER 96

A TRUE COPY, ATTEST *C. J. DeLuca* SECRETARY-TREASURER

BLANDFORD



June 11:00

COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 86

Hampden SS.

City/Town Blandford

September 2, 1955

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated August 11, 19 55, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the ~~city or~~ town of Blandford, as shown on said plan.

Attest:

Edward J. Lavelle  
ass't Clerk of Courts

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 86

Town of Blandford

County of Hampden

For the purpose of relocating a portion of Gore Road, a public way in the Town of Blandford, County of Hampden, deemed necessary for carrying out the provisions of Chapter 354 of the Acts of 1952, in connection with the construction, maintenance, repair and operation of the Massachusetts Turnpike, an express toll highway, in said town, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, does hereby take, under the provisions of Chapter 79 of the General Laws and said Chapter 354 of the Acts of 1952, all the land within the limits of the takings, hereinafter described, including all trees and structures (not including poles, towers, lines, wires and cables and other appurtenances for the conveyance of electricity and for telephone communication, however affixed to the realty) located thereon, situated in the said Town of Blandford, County of Hampden, all of said land being taken in fee, the supposed owners thereof, shown on a plan hereinafter referred to, being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements, licenses, and permits for wires, pipes, conduits and other appurtenances for the conveyance of water, gas, sewage and electricity and for telephone communication now lawfully in or upon said premises hereby taken.

Also excepted and reserved from the rights herein taken are all lawful rights of the public to use that portion of Gore Road as hereby relocated.

; In connection with the construction, maintenance, repair



and operation of the express toll highway, as described in Order of Taking No. 54 recorded in the Registry of Deeds for Hampden County, at Springfield, in book 2396 at page 51, it is necessary to change the location of a portion of Gore Road, a public way. The following is hereby taken in behalf of the Massachusetts Turnpike Authority in one taking, northwest of the northerly location line of said express toll highway, as described in Order of Taking No. 54.

The taking for this purpose (hereinafter referred to sometimes as the Gore Road Relocation additional taking) is for establishing a new location for a portion of Gore Road northwesterly of the said express toll highway.

The taking line for the Gore Road Relocation additional taking as shown on the plan hereinafter referred to is more fully described as follows:

(The main base line for the express toll highway hereinafter referred to, is described in said Order of Taking No. 54.)

Beginning at a point on the property of the Western Massachusetts Electric Company in said Town of Blandford, said point bearing south  $42^{\circ}-46'-29''$  west, 341.82 feet distant from station 419 + 52.94 of the main base line of the express toll highway as described in said Order of Taking No. 54; thence extends south  $6^{\circ}-53'-30''$  west, 188.01 feet to a point; thence extends north  $83^{\circ}-06'-30''$  west, 443.83 feet to a point; thence extends north  $73^{\circ}-56'-00''$  east, 482.01 feet to the point of beginning.

The lines defining the aforesaid Gore Road Relocation additional taking are further defined by bounds set at angle points and points of curvature.

The aforesaid Gore Road Relocation additional taking is shown on a plan signed by P. H. Kitfield, Chief Engineer, prepared by the Massachusetts Turnpike Authority, and on file at its office, said plan being entitled:

"Plan for the location of an express toll highway known as Massachusetts Turnpike in the Town of BLANDFORD, HAMPDEN County as prepared by the Massachusetts Turnpike Authority, date: August 11, 1955, scale: 1" = 50'", an attested copy of which is to be recorded with this order of taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by persons in their property by reason of the aforesaid takings the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
22- A	Western Massachusetts Electric Co.	0.958	\$1.00

The names of the owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners and/or occupants of land taken as aforesaid are hereby required to remove their personal property from the premises on or before the 22nd day of September, 1955, (unless otherwise agreed upon).

It is therefore

Voted, That said portion of Gore Road be relocated and constructed as described herein and as described and shown on said plan; and that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file in the office of the County Commissioners of Hampden County and in the office of the Clerk of the Town of Blandford, certified copies of said plan, signed by at least a majority of the members of the Massachusetts Turnpike Authority attesting that the relocation of Gore Road as shown on said plan was taken as and for the construction, maintenance, repair or relocation of an express toll highway known as "Massachusetts Turnpike" or for alterations and/or relocation in connection therewith by the MASSACHUSETTS TURNPIKE



1955 O. of T.

No. 86

In Blandford

Page 4.

AUTHORITY in accordance with the provisions of Chapter 354 of the Acts of 1952.

Dated at Boston this eleventh day of August, 1955.

William F. Callahan  
Chairman  
Benjamin A. Scott  
Vice Chairman  
John R. Kewer  
Member

MASSACHUSETTS  
TURNPIKE  
AUTHORITY

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 86  
Town of Blandford  
County of Hampden

*Filed-Sept. 2, 1955*

*From the office of*

MASS. TURNPIKE AUTH.  
80 BOYLSTON ST.  
BOSTON - MASS.



1955

Blandford



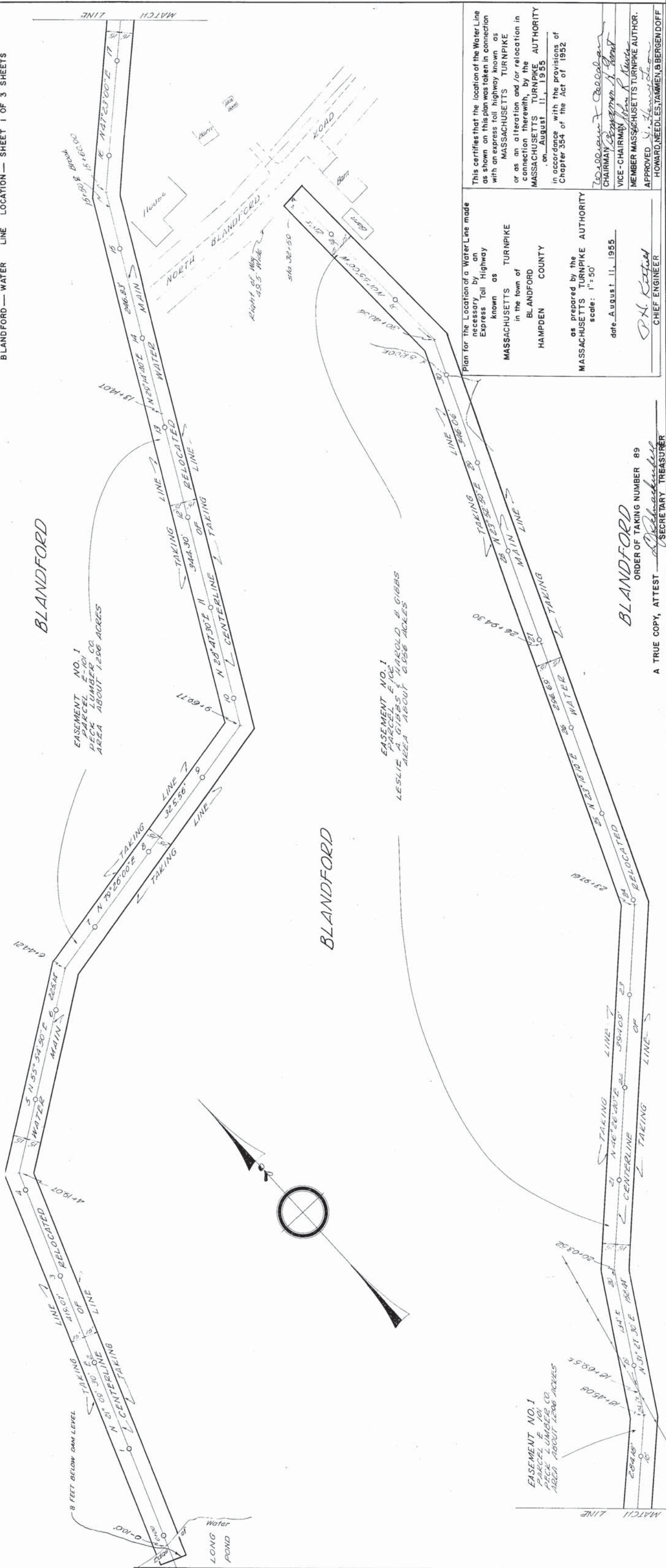
**STATE LAYOUT PLAN #89**  
**Water line, Long Pond to North St. & amendment.**

**SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 52 PAGE 55-59**

**INDEXING**

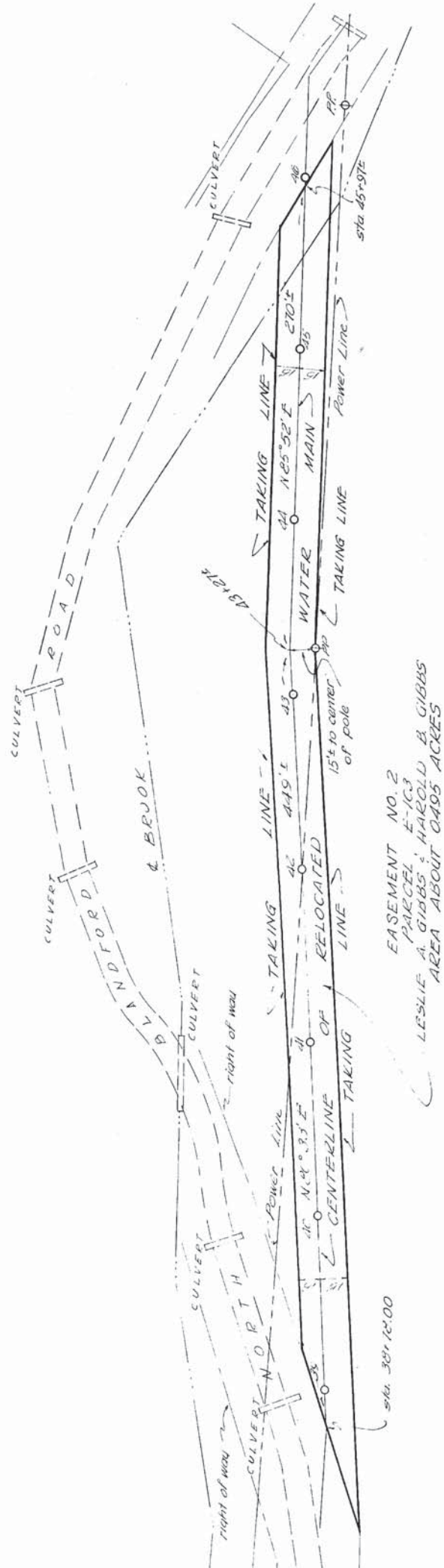
STATE LAYOUT PLAN #89

- Image Info** SH51011 Blandford
- Image Info** SH51011 Long Pond
- Image Info** SH51011 North Street

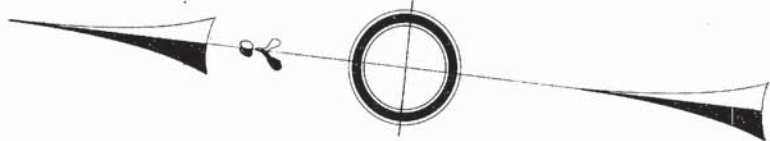




BLANDFORD



BLANDFORD



BLANDFORD



COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 69

Hampden SS.


~~City~~/Town Blandford

August 19, 1955 1:30 P.M.

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated August 11, 19 55, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the ~~city~~ town of Blandford, as shown on said plan.

Attest:

  
ess'r Clerk of Courts

MASS. JUSTICES TURNPIKE AUTHORITY

Order of Taking No. 89  
Town of Blandford  
County of Hampden

*Filed - August 19, 1955*

*From the office of*

MASS. TURNPIKE AUTH.  
80 BOYLSTON ST  
BOSTON - MASS



Massachusetts Turnpike Authority  
Order of Taking No. 89  
Amendment No. 1  
Town of Blandford  
County of Hampden

*From the office of*  
**MASS. TURNPIKE AUTH.**  
80 BOYLSTON ST.  
BOSTON - MASS.

MASSACHUSETTS TURNPIKE AUTHORITY

Town of Blandford  
Hampden County  
Order of Taking #89

For the purpose of locating and constructing a water pipe line in the Town of Blandford, County of Hampden, deemed necessary for carrying out the provisions of Chapter 354 of the Acts of 1952, in connection with the construction, maintenance, repair and operation of the Massachusetts Turnpike, an express toll highway, in said town, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, does hereby take, under the provisions of Chapter 79 of the General Laws and said Chapter 354 of the Acts of 1952, all the land within the limits of the takings, hereinafter described, including all trees and structures (not including poles, towers, lines, wires and cables and other appurtenances for the conveyance of electricity and for telephone communication, however affixed to the realty) located thereon, situated in the Town of Blandford, County of Hampden, all of said land being taken in permanent easement, with the exception of parcel 101 which is taken in fee simple, the provisions of which are hereinafter specified, the supposed owners thereof, shown on a plan hereinafter referred to, being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements, licenses, and permits for wires, pipes, conduits and other appurtenances for the conveyance of water, gas, sewage and electricity and for telephone communication now lawfully in or upon said premises hereby taken.

In connection with the construction, maintenance, repair and operation of the express toll highway, as described in Order of Taking No. 54 recorded in the Registry of Deeds for Hampden County, at Springfield, in book 2396 at page 39, it is necessary to construct a pipe line for which 3 permanent easements and one fee taking are hereby taken in behalf of the Massachusetts Turnpike Authority, 4 takings, all being



south of the southerly location line of Massachusetts Turnpike, as described in said Order of Taking No. 54.

The permanent easements constituting a portion of said takings consists of the right to enter upon the land included in said takings at any time to construct thereon and to maintain and use a pipe line for the conveyance of water.

The permanent easement and fee takings on the southerly side of the Massachusetts Turnpike as described in the aforesaid Order of Taking No. 54 and consisting of parcels E-101, E-102, E-103, E-104, E-105 and the fee simple taking consisting of parcel 101 as shown on the plan hereinafter referred to is more fully described as follows:

Easement No. 1: Said taking begins at a point at the bottom of Long Pond, said point being 8' below the level of the dam which controls the water level of said Long Pond; thence the center line of Easement No. 1 extends north  $21^{\circ}-09'-30''$  east to a point on the shore of said pond and shown on said plan as station 0 + 00.00 of centerline hereinbefore referred to; thence extends north  $21^{\circ}-09'-30''$  east, 419.07' to a point shown on said plan as station 4 + 19.07; thence extends north  $55^{\circ}-54'-50''$  east, 225.14' to a point shown on said plan as station 6 + 44.21; thence extends north  $79^{\circ}-26'-00''$  east, 325.56' to a point shown on said plan as station 9 + 69.77; thence extends north  $28^{\circ}-47'-30''$  east, 344.30' to a point shown on said plan as station 13 + 14.07; thence extends north  $29^{\circ}-14'-40''$  east 246.83' to a point shown on said plan as station 15 + 60.90; thence extends north  $47^{\circ}-23'-00''$  east 284.18' to a point shown on said plan as station 18 + 45.08; thence extends north  $31^{\circ}-27'-30''$  east, 158.44' to a point shown on said plan as station 20 + 03.52; thence extends north  $46^{\circ}-26'-40''$  east, 394.09' to a point shown on said plan as station 23 + 97.61; thence extends north  $23^{\circ}-18'-10''$  east, 296.69' to a point shown on said plan as station 26 + 94.30; thence extends north  $23^{\circ}-52'-50''$  east, 346.06' to a point shown on said plan as station 30 + 40.36; thence extends north  $01^{\circ}-55'-00''$  west, 218.64' to a point on the southerly street line of North Blandford Rd. shown on said plan as station 32 + 59.

The above described line is the centerline of an easement 30' in width.

Easement No. 2: The center line of said Easement No. 2 begins at a point on the southerly street line of North Blandford Rd., shown on the plan hereinbefore referred to as station 38 + 78; thence extends north  $80^{\circ}-33'$  east, 449' to a point shown on said plan as station 43 + 27; thence extends north  $85^{\circ}-52'$  east 270' to a point on the westerly



street line of North Blandford Road shown on said plan as station 45 + 97.

The above described line is the center line of an easement 30 feet in width.

Easement No. 3 lies along the southerly and southwesterly taking line of the Massachusetts Turnpike taking line for the relocation of Gore Road as shown on and described in Order of Taking No. 54, recorded in Hampden County Registry of Deeds in Book 2396, Page 39.

Easement No. 3: The centerline of said Easement No. 3 begins at a point on the southerly street line of Gore Road at a point shown on said plan as station 204 + 89; thence extends south 83°-06'-30" east 602.21' to a point shown on said plan as station 210 + 91.21; thence extends south 49°-03'-00" east 976.49' to a point shown on said plan as station 220 + 67.70; thence extends south 37°-28'-03" east, 949.41' to a point shown on said plan as station 230 + 17.11; thence extends south 29°-56'-55" east 308.92' to a point shown on said plan as station 233 + 26.03; thence extends south 18°-34'-17" east 225.67' to a point shown on said plan as station 235 + 51.70.

The above described line is the centerline of an easement 30' in width, 10' northerly and northeasterly from said centerline and 20' southerly and southwesterly from said centerline.

Parcel No. 101 is more fully described as follows:

Said taking begins at a point on the southwesterly street line of North Street and extends south 71°-25'-43" west, 50' to a point, passing through station 235 + 51.70 of the centerline for easement No. 3 hereinbefore described; thence extends south 18°-34'-17" east, 50' to a point; thence extends north 71°-25'-43" east, 50' to a point on the southwesterly street line of said North Street; thence extends north 18°-34'-17" east along said southwesterly street line of North Street, 50' to the point of beginning.

The aforesaid permanent easement and fee takings are shown on a plan signed by P. H. Kitfield, Chief Engineer, prepared by the Massachusetts Turnpike Authority, and on file at its office, said plan being entitled:

"Plan for the location of water line made necessary by the location of the Massachusetts Turnpike in the Town of Blandford, Hampden County as prepared by the Massachusetts Turnpike Authority

date August 11, 1955

scale 1" = 50' "



For damages sustained by persons in their property by reason of the aforesaid takings the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
CE-101	Peck Lumber Company	1.296 Ac	\$1.00
CE-102	Leslie A. & Harold B. Gibbs	0.956 Ac	1.00
CE-103	Leslie A. & Harold B. Gibbs	0.495 Ac	1.00
CE-104	Joseph E. Kuznicki	0.918 Ac	1.00
CE-105	Clifford R. & Eva A. Ripley	1.604 Ac	1.00
101	Clifford R. & Eva A. Ripley	2500 s.f.	1.00

The names of the owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners and/or occupants of land taken as aforesaid are hereby required to remove their personal property from the premises on or before the seventeenth day of September, 1955, (unless otherwise agreed upon).

It is therefore

Voted, That said easements and fee taking be located and constructed as described herein and as described and shown on said plan; and that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file in the office of the County Commissioners of Hampden County and in the office of the Clerk of the Town of Blandford certified copies of said plan, signed by at least a majority of the members of the Massachusetts Turnpike Authority attesting that the location of the permanent easements and fee takings as shown on said plan was taken as and for the construction, maintenance, repair or

relocation of a pipe line for an express toll highway known as "Massachusetts Turnpike" or for alterations and/or relocation in connection therewith by the MASSACHUSETTS TURNPIKE AUTHORITY in accordance with the provisions of Chapter 354 of the Acts of 1952.

Dated at Boston this **eleventh** day of **August**, 1955.

William F. O'Connell  
Chairman  
Benjamin W. Gould  
Vice Chairman  
John R. Kewer  
Member

MASSACHUSETTS  
TURNPIKE  
AUTHORITY



No plan

COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 69, Amendment 1

Hampden SS.

~~XXXX~~/Town Blandford

January 13, 19 56

11:15 A.M.

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated December 29, 1955, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the ~~city~~ or town of Blandford, as shown on said plan.

Attest:



Clerk of Courts

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 89  
Amendment No. 1  
Town of Blandford  
County of Hampden

*No plan*

WHEREAS, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, acting in accordance with Chapter 79 of the General Laws and Chapter 354 of the Acts of 1952, under date of September 22, 1955, by Order of Taking No. 89, take certain land in the Town of Blandford, County of Hampden, as and for a water pipe line easement in connection with the construction, maintenance, repair, and operation of the "Massachusetts Turnpike," an express toll highway, in said town, as shown on a plan signed by P. H. Kitfield, Chief Engineer, and on file in the office of the Massachusetts Turnpike Authority, said plan being entitled: "Plan for the location of water line made necessary by the location of the Massachusetts Turnpike in the Town of Blandford, Hampden County, as prepared by the Massachusetts Turnpike Authority Date August 11, 1955, Scale 1" = 50'," copies of which Order of Taking and plan have been filed in the office of the County Commissioners of Hampden County and in the office of the Clerk of the Town of Blandford; and

WHEREAS, it now appears that in said Order of Taking No. 89 which was recorded on September 22, 1955 in the Registry of Deeds for Hampden County at Springfield in book 2410 at page 123, an amendment is to be made;

NOW, THEREFORE, it is hereby ordered that page 4 of the aforesaid Order of Taking No. 89 be and the same is hereby amended be striking out, in the award section, Parcel No. CE-101 and inserting in place thereof Parcel No. E-101; by striking out Parcel No. CE-102 and inserting in place thereof Parcel No. E-102; by striking out Parcel No. CE-103 and inserting in place thereof



Parcel No. E-103; by striking out Parcel No. CE-104 and inserting in place thereof Parcel No. E-104; by striking out Parcel No. CE-105 and inserting in place thereof Parcel No. E-105.

FURTHER, it is voted that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to record this amendment to Order of Taking No. 89 in the Registry of Deeds for Hampden County at Springfield and to file certified copies of this amendment in the office of the County Commissioners of Hampden County and in the office of the Clerk of the Town of Blandford.

Dated at Boston this twenty-ninth day of December, 1955.

*William F. ...*  
Chairman

*Thomas ...*  
Vice Chairman

*John R. Kewer*  
Member

MASSACHUSETTS  
TURNPIKE  
AUTHORITY

1955

Blandford



STATE LAYOUT PLAN #115  
Negro Hill Rd., discontinued near Long Pond

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 53 PAGE 101

INDEXING

STATE LAYOUT PLAN #115

- Image Info SH51012 Blandford
- Image Info SH51012 Long Pond
- Image Info SH51012 Negro Hill Road





COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 115

Hampden SS.

City/Town Blandford

November 14, 19 55

10:15 A.M.

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated November 10, 1955, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the ~~city~~ town of Blandford, as shown on said plan.

Attest:

*Edward J. Lane*

*Asst*

Clerk of Courts



MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 115  
Town of Blandford  
County of Hampden

For the purpose of locating and constructing a water pipe line in the Town of Blandford, County of Hampden; and for the purpose of providing an access road to said pipe line, deemed necessary for carrying out the provisions of Chapter 354 of the Acts of 1952 in connection with the construction, maintenance, repair and operation of the Massachusetts Turnpike, an express toll highway in said town, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, does hereby take, under the provisions of Chapter 79 of the General Laws and said Chapter 354 of the Acts of 1952, all the land within the limits of the takings, hereinafter described, including all trees and structures, (not including poles, towers, lines, wires, and cables, and other appurtenances for the conveyance of electricity and for telephone communication, however affixed to the realty) located thereon, situated in the Town of Blandford, County of Hampden, all of said land being taken in permanent easement, the provisions of which are hereinafter specified, the supposed owners thereof, shown on a plan hereinafter referred to, being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements, licenses and permits for wires, pipes, conduits and other appurtenances for the conveyance of water, gas, sewage and electricity and for telephone communication now lawfully in or upon said premises hereby taken.

Excepted and reserved from the rights herein taken are all lawful rights of the public to use those portions of a way, formerly called Negro Hill Road, which are within the taking lines of Parcel No. E-150 as hereby located.



In connection with the construction, maintenance, repair and operation of the water pipe line as described in Order of Taking No. 89, recorded in the Registry of Deeds for Hampden County at Springfield in book 2410 at page 123, it is necessary to take three additional parcels of land which are hereby taken in behalf of the Massachusetts Turnpike Authority.

The permanent easements constituting parcels 101A and 101B consist of the right to enter upon the land included in said parcels at any time to construct thereon and to maintain and use a pipe line for the conveyance of water.

The centerline for Easement No. 1 hereinafter referred to is described in Order of Taking No. 89, recorded in the Registry of Deeds for Hampden County at Springfield in book 2410 at page 123.

Parcel E-101A hereby taken is a ten foot strip of land adjacent to and abutting the westerly line of a 30 foot easement taken by the said Massachusetts Turnpike Authority Order of Taking No. 89. The westerly taking line of Parcel E-101A extends in a northerly direction parallel to and 25.00 feet distant from the centerline for Easement No. 1, hereinbefore referred to, from the point of beginning to a point bearing north  $58^{\circ}-50'-40''$  west, 25.39 feet distant from station 4 + 15.62 of said centerline. The northerly taking line of Parcel E-101A begins at a point bearing north  $58^{\circ}-50'-40''$  west, 25.39 feet distant from station 4 + 15.62 of said centerline; thence extends south  $58^{\circ}-50'-40''$  east, 10± feet to a point on the westerly line of the aforesaid 30 foot easement.

Parcel E-101B, hereby taken, is a ten foot strip of land adjacent to and abutting the easterly line of a 30 foot easement taken by the said Massachusetts Turnpike Authority Order of Taking No. 89. The easterly taking line of Parcel E-101B extends in a northerly direction parallel to and 25.00 feet distant



from the centerline for Easement No. 1, hereinbefore referred to, from the point of beginning to a point bearing south  $58^{\circ}-50'-40''$  east, 25.39 feet distant from station  $4 + 15.62$  of said centerline. The northerly taking line of Parcel E-101B begins at a point bearing south  $58^{\circ}-50'-40''$  east, 25.39 feet distant from station  $4 + 15.62$  of said centerline; thence extends north  $58^{\circ}-50'-40''$  west,  $10\pm$  feet to a point on the easterly line of the aforesaid 30 foot easement.

In connection with the construction, maintenance, repair and operation of the water pipe line, hereinbefore referred to, it is necessary to locate an access road in the Town of Blandford for which purpose Parcel No. E-150 is hereby taken in behalf of the Massachusetts Turnpike Authority.

The permanent easement for Parcel No. E-150 consists of the right to enter upon said land at any time to construct and use an access road.

Parcel No. E-150, hereby taken, is more fully described as follows:

From a point of beginning on the westerly taking line of Parcel No. E-101A hereinbefore described, said point bearing north  $58^{\circ}-50'-40''$  west, 25.39 feet distant from station  $3 + 90.23$  of the Easement No. 1 centerline, hereinbefore referred to, the centerline of Parcel E-150 thence extends north  $58^{\circ}-50'-40''$  west, 189.21 feet to a point; thence extends along a way (formerly called Negro Hill Road) north  $70^{\circ}-01'-50''$  west, 327.19 feet to a point; thence extends north  $71^{\circ}-21'-40''$  west, 364.08 feet to a point at the end of the Parcel No. E-150 centerline, said point bearing south  $13^{\circ}-57'-40''$  east, 25.08 feet distant from a concrete bound.

The northerly and southerly taking lines of Parcel No. E-150 begin at points on the westerly taking line of Parcel No. E-101A, said points being 25.00 feet distant (northerly and southerly) from the point of beginning of the centerline for Parcel No. E-150 hereinbefore described, thence extend in a northwesterly direction 25.00 feet distant from and parallel to the said centerline of Parcel No. E-150 to points bearing (on the north) north  $13^{\circ}-57'-40''$  east, 25.08 feet distant from the ending point of the Parcel No. E-150 centerline, hereinbefore described, said point being shown on the plan hereinafter referred to as a found concrete bound; and on the south bearing south  $13^{\circ}-57'-40''$  west, 25.00 feet distant from the ending point of the Parcel No. E-150 centerline, hereinbefore described.



The aforesaid water pipe line permanent easement takings and the access road permanent easement taking are all shown on a plan signed by P. H. Kitfield, Chief Engineer, prepared by the Massachusetts Turnpike Authority, and on file in its office, said plan being entitled: "Plan for the location of a Water Pipe Line and access thereto made necessary by an Express Toll Highway known as 'MASSACHUSETTS TURNPIKE' in the Town of BLANDFORD, HAMPDEN COUNTY, as prepared by the MASSACHUSETTS TURNPIKE AUTHORITY scale: 1" = 50' date: November 10, 1955 , " an attested copy of which is to be recorded with this order of taking in the Registry of Deeds for Hampden County at Springfield.

For damages sustained by persons in their property be reason of the aforesaid takings, the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
E-101A	Peck Lumber Company	0.102 Ac.	\$1.00
E-101B	Peck Lumber Company	0.100 Ac.	1.00
E-150	Owner Unknown (Formerly called Negro Hill Road)	1.011 Ac.	1.00

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners and/or occupants of land taken as aforesaid are hereby required to remove their personal property from the premises on or before the twentieth day of December, 1955 (unless otherwise agreed upon).

It is therefore

Voted, That said water pipe line easements and said access road easements be located and constructed as described herein and as described and shown on said plan; and that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file in the office of the



office of the County Commissioners of Hampden County and in the office of the Clerk of the Town of Blandford certified copies of said plan, signed by at least a majority of the members of the Massachusetts Turnpike Authority, attesting that the permanent easement takings as shown on said plan were taken as and for the construction, maintenance, repair or relocation of a pipe line, and access thereto, for an express toll highway known as "Massachusetts Turnpike" or for the alteration and/or relocation in connection therewith by the MASSACHUSETTS TURNPIKE AUTHORITY in accordance with the provisions of Chapter 354 of the Acts of 1952.

Dated at Boston this TENTH day of NOVEMBER, 1955.

William F. Callahan  
Chairman

Benjamin W. Grant  
Vice Chairman

John R. Kewer  
Member

MASSACHUSETTS  
TURNPIKE  
AUTHORITY

1957

Blandford



STATE LAYOUT PLAN #186  
Drainage easement near station 389

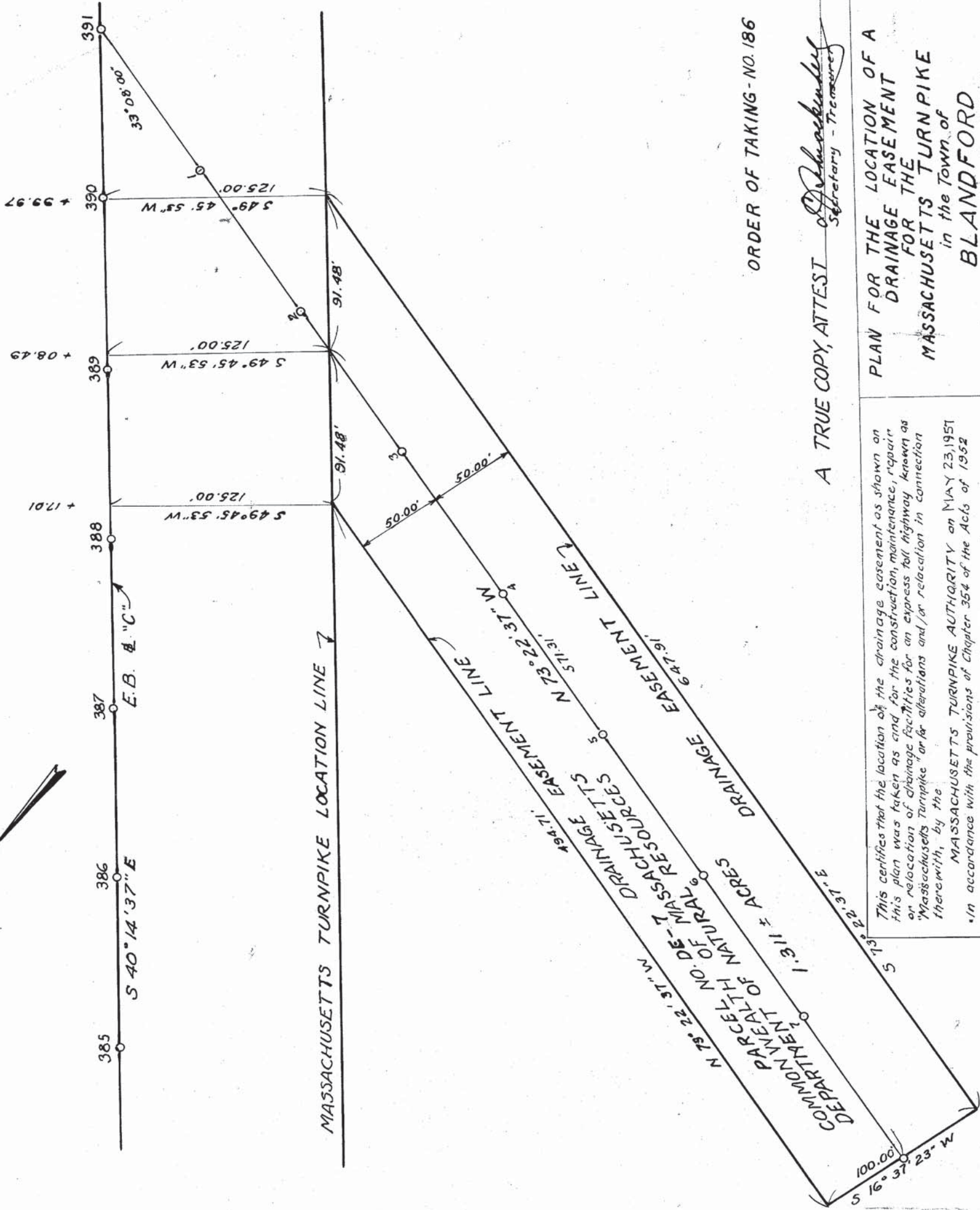
SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 61 PAGE 53

INDEXING

STATE LAYOUT PLAN #186

**Image Info** SH51013 Blandford





ORDER OF TAKING - NO. 186

A TRUE COPY, ATTEST *[Signature]*  
Secretary - Treasurer

PLAN FOR THE LOCATION OF A  
DRAINAGE EASEMENT  
FOR THE  
MASSACHUSETTS TURNPIKE  
in the Town of  
BLANDFORD  
HAMPDEN COUNTY  
as prepared by the  
MASSACHUSETTS TURNPIKE AUTHORITY  
Scale: 1" = 50' Date: MAY 23, 1951  
*[Signature]*  
Chief Engineer

This certifies that the location of the drainage easement as shown on this plan was taken as and for the construction, maintenance, repair or relocation of drainage facilities for an express toll highway known as "Massachusetts Turnpike" or for alterations and/or relocation in connection therewith, by the  
MASSACHUSETTS TURNPIKE AUTHORITY on MAY 23, 1951  
in accordance with the provisions of Chapter 354 of the Acts of 1952

Chairman *[Signature]*  
Vice Chairman *[Signature]*  
Member *[Signature]*  
MASSACHUSETTS TURNPIKE AUTHORITY  
Approved: *[Signature]*  
Howard Needles Tammen & Bergendoff

Massachusetts Turnpike Authority

Order of Taking No. 186

Town of Blandford  
County of Hampden

*Filed-June 20, 1957*

*From the office of*

**MASS. TURNPIKE AUTH.**

80 BOYLSTON ST.

BOSTON - MASS.



COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 186

Hampden SS.

~~CITY~~ Town Blandford

June 20, 19 57 10:45 A.M.

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated May 23, 19 57, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the ~~CITY~~ town of Blandford, as shown on said plan.

Attest:

*Edward G. Shea*

Clerk of Courts

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 186  
Town of Blandford  
County of Hampden

For the purpose of locating and constructing drainage structures in the Town of Blandford, County of Hampden, deemed necessary for carrying out the provision of Chapter 354 of the Acts of 1952, in connection with the construction, maintenance, repair and operation of the Massachusetts Turnpike, an express toll highway, in said town, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, does hereby take, under the provisions of Chapter 79 of the General Laws and said Chapter 354 of the Acts of 1952, all the land within the limits of the takings, hereinafter described, including all trees and structures (not including poles, towers, lines, wires and cables and other appurtenances for the conveyance of electricity and for telephone communication, however, affixed to the realty) located thereon, situated in the Town of Blandford, County of Hampden, all of said land being taken in permanent easement, the provisions of which are hereinafter specified, the supposed owners thereof, shown on a plan hereinafter referred to, being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements, licenses, and permits for wires, pipes, conduits and other appurtenances for the conveyance of water, gas, sewage and electricity and for telephone communication now lawfully in or upon said premises hereby taken.

In connection with the construction, maintenance, repair



and operation of the express toll highway, as described in Order of Taking No. 54 recorded in the Registry of Deeds for Hampden County, at Springfield, in book 2396 at page 39, it is necessary to construct a drainage structure and ditch for which a permanent easement is hereby taken in behalf of the Massachusetts Turnpike Authority in one taking, being south of and abutting the southerly line of the express toll highway, as described in Order of Taking No. 54.

The permanent easement constituting said taking consists of the right to enter upon the land included in said taking at any time to construct thereon and to maintain and use drainage structure and ditch together and to waste water thereon.

The eastbound base line "C" and southerly location line hereinafter referred to, are described in Order of Taking No. 54 recorded in the Registry of Deeds for Hampden County at Springfield in book 2396 at page 39.

The permanent drainage easement taking on the southerly side of the express toll highway as described in the aforesaid Order of Taking No. 54 and consisting of Parcel No. DE-7 as shown on the plan hereinafter referred to is more fully described as follows:

Parcel No. DE-7 is a strip of land 100.00 feet in width, the drainage easement lines extending 50.00 feet distant on either side of and parallel to a center line. The center line begins at a point on the southerly location line of the express toll highway, hereinbefore referred to, said point bearing south  $49^{\circ}-45'-53''$  west, 125.00 feet distant from station 389 + 08.49 of the eastbound base line "C" of the express toll highway, hereinbefore referred to, extending north  $73^{\circ}-22'-37''$  west, 571.31 feet to the south end of the easement taking.



on a plan signed by P. H. Kitfield, Chief Engineer, prepared by the Massachusetts Turnpike Authority, and on file at its office, said plan being entitled:

"Plan for the location of a drainage easement for the Massachusetts Turnpike in the Town of Blandford, Hampden County as prepared by the Massachusetts Turnpike Authority dated 11. 21. 57 Scale 1" = 50". A copy of which along with a copy of this order of taking is to be recorded in the Registry of Deeds for Hampden County.

For damages sustained by persons in their property by reason of the aforesaid taking the following award is made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
DE-7	Commonwealth of Massachusetts Department of Natural Resources	1.31± Ac.	\$1.00

The names of the owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners and/or occupants of land taken as aforesaid are hereby required to remove their personal property from the premises on or before the twentieth day of July, 1957, (unless otherwise agreed upon).

It is therefore

Voted, that said drainage easement be located and constructed as described herein and as described and shown on said plan; and that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file in the office of the



ford certified copies of said plan, signed by at least a majority of the members of the Massachusetts Turnpike Authority attesting that the location of the drainage easement as shown on said plan was taken as and for the construction, maintenance, repair or relocation of drainage facilities for an express toll highway known as "Massachusetts Turnpike" or for alterations and/or relocation in connection therewith by the MASSACHUSETTS TURNPIKE AUTHORITY in accordance with the provisions of Chapter 354 of the Acts of 1952.

Dated at Boston this twenty-third day of May, 1957.

<u>William F. Callahan</u> Chairman	MASSACHUSETTS TURNPIKE AUTHORITY
<u>Benjamin N. Frost</u> Vice Chairman	
<u>John R. Kuwer</u> Member	

1934

Blandford



LAYOUT #5450  
North St. layout for Mass. N.R.A. Project R-22 (east of center Route 23)

INDEXING

LAYOUT #5450 North St. layout for Mass. N.R.A. Project R-22 (east of center Route 23)

- Image Info SH51014 Blandford
- Image Info SH51014 North Street
- Image Info SH51014 Route 23



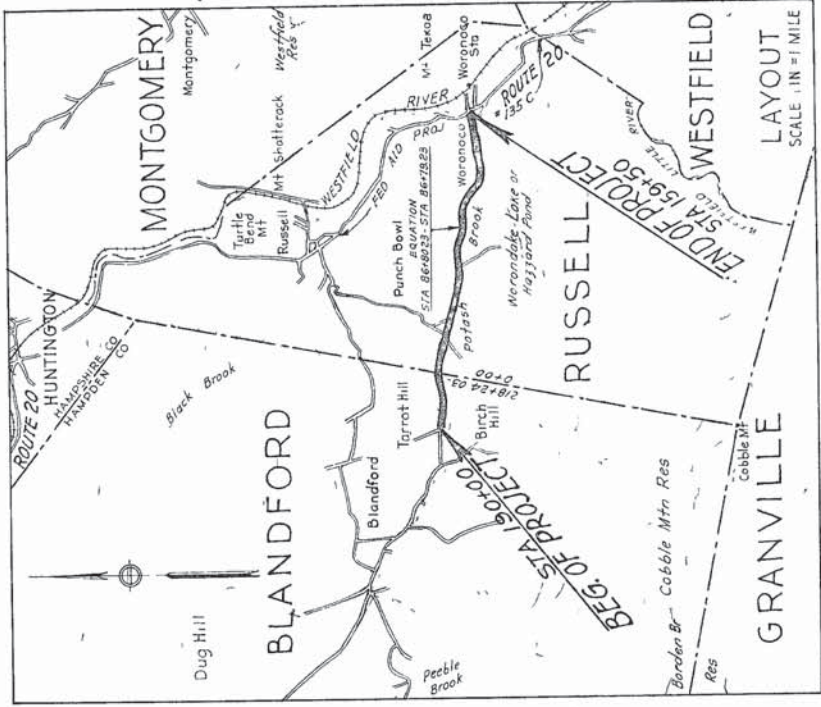
THE COMMONWEALTH OF MASSACHUSETTS  
DEPARTMENT OF PUBLIC WORKS  
PLAN AND PROFILE OF

STATE HIGHWAY  
IN THE TOWNS OF  
BLANDFORD AND RUSSELL  
HAMPDEN COUNTY  
MASS. N.R.A. PROJECT R-22

DOCKET NO. 5450

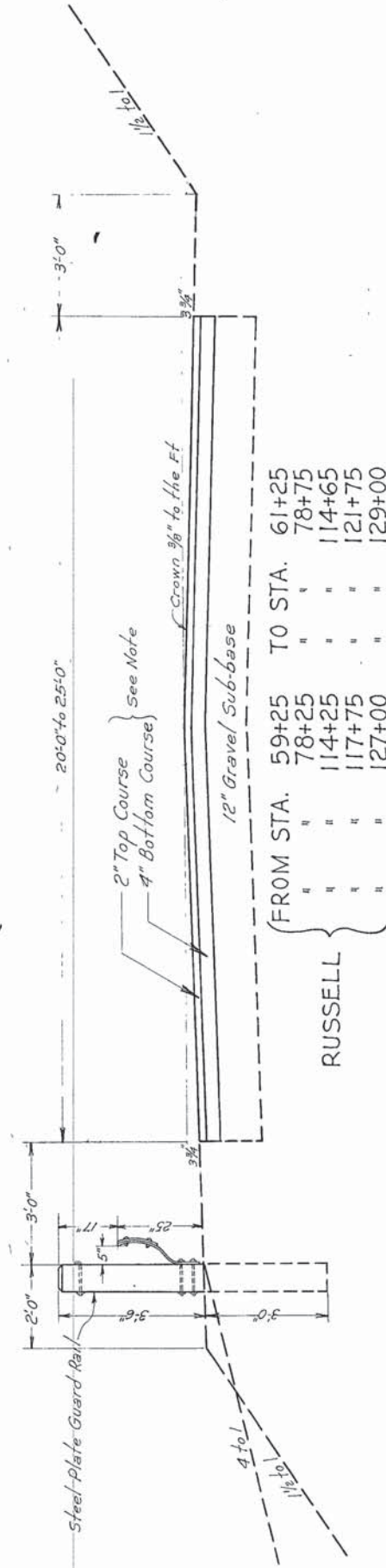
INDEX OF SHEETS

SHEET NO.	TITLE PAGE	84+00 TO STA	97+00
" 2	TYPICAL CROSS-SECTIONS	84+00	97+00
" 3	PLAN	84+00	97+00
" 4	PROFILE	84+00	97+00
" 5	PLAN AND PROFILE	96+00	108+00
" 6	"	107+00	120+00
" 7	PLAN	119+00	132+00
" 8	PROFILE	119+00	132+00
" 9	PLAN	131+00	144+00
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" 16	"	201+00	212+00
" 17	"	211+00	218+24.03
" 18	"	0+00	8+00
" 19	"	7+00	20+00
" 20	"	16+00	32+00
" 21	"	31+00	42+00
" 22	"	41+00	54+00
" 23	"	53+00	65+00
" 24	"	65+00	78+00
" 25	"	77+00	90+00
" 26	"	89+00	102+00
" 27	"	101+00	114+00
" 28	"	101+00	114+00
" 29	"	113+00	126+00
" 30	"	125+00	138+00
" 31	"	137+00	149+00
" 32	"	148+00	159+94.84
" 33	"	148+00	159+94.84
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" 189	"	148+00	159+94.84
" 190	"	148+00	159+94.84



COUNTY LINE	---
TOWN LINE	---
STATE LINE	---
ROUTE 20	---
ROUTE 190	---
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ROUTE 388	---
ROUTE 389	---
ROUTE 390	---
ROUTE 391	---
ROUTE 392	---
ROUTE 393	---
ROUTE 394	---
ROUTE 395	---





SCALE-  $\frac{1}{2}'' = 1'-0''$

SCALE -  $\frac{1}{2}'' = 1'-0''$ 

NOTE — The Bituminous macadam surface shall consist of a 2" top course of broken stone penetrated with 1¾ gals. asphalt per sq. yd. and ¾ gals. per sq. yd. for seal coat over a 4" (maximum depth) bottom course of broken stone bound with sand.

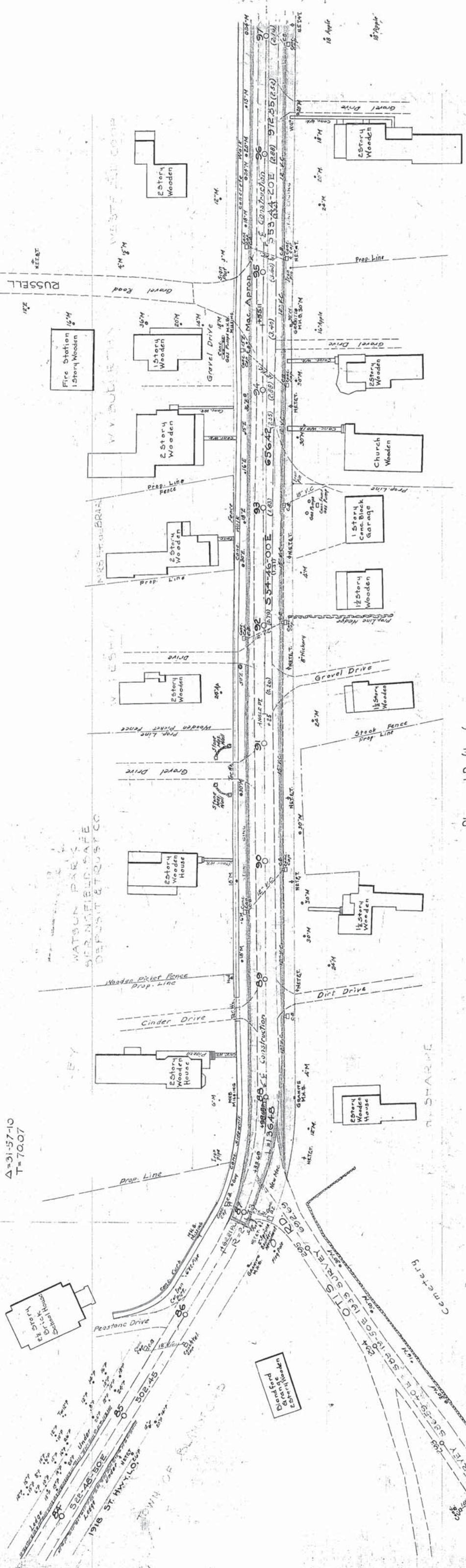


BLANDFORD NORTH ST			
FED ROAD DIST No	STATE	FISCAL YEAR	TOTAL SHEETS
9	MASS.	1935	3
Pres. C.B. Retain (1935)			
94+54			
Pres. 12" VC			
95+22			
Pres. 12" VC			
95+22			
Pres. 12" VC			
95+22			

# DRAINAGE DETAILS

GUARD RAIL  
None

EGG OF FIVE MA. 252  
STA. 86+30  
 $\Delta=31.57-10$   
 $T=70.07$



## Plan and Profile of Proposed Reconstruction of State Highway In the TOWN OF BLANDFORD

Hor. Scale: 40 Feet to the inch  
Vert. Scale: 8 Feet to the inch  
December 26, 1934

Office of Department of Public Works Boston, Mass.,  
A true copy  
Project Engineer.

Release from Sta. 86+90 to Sta. 190+00



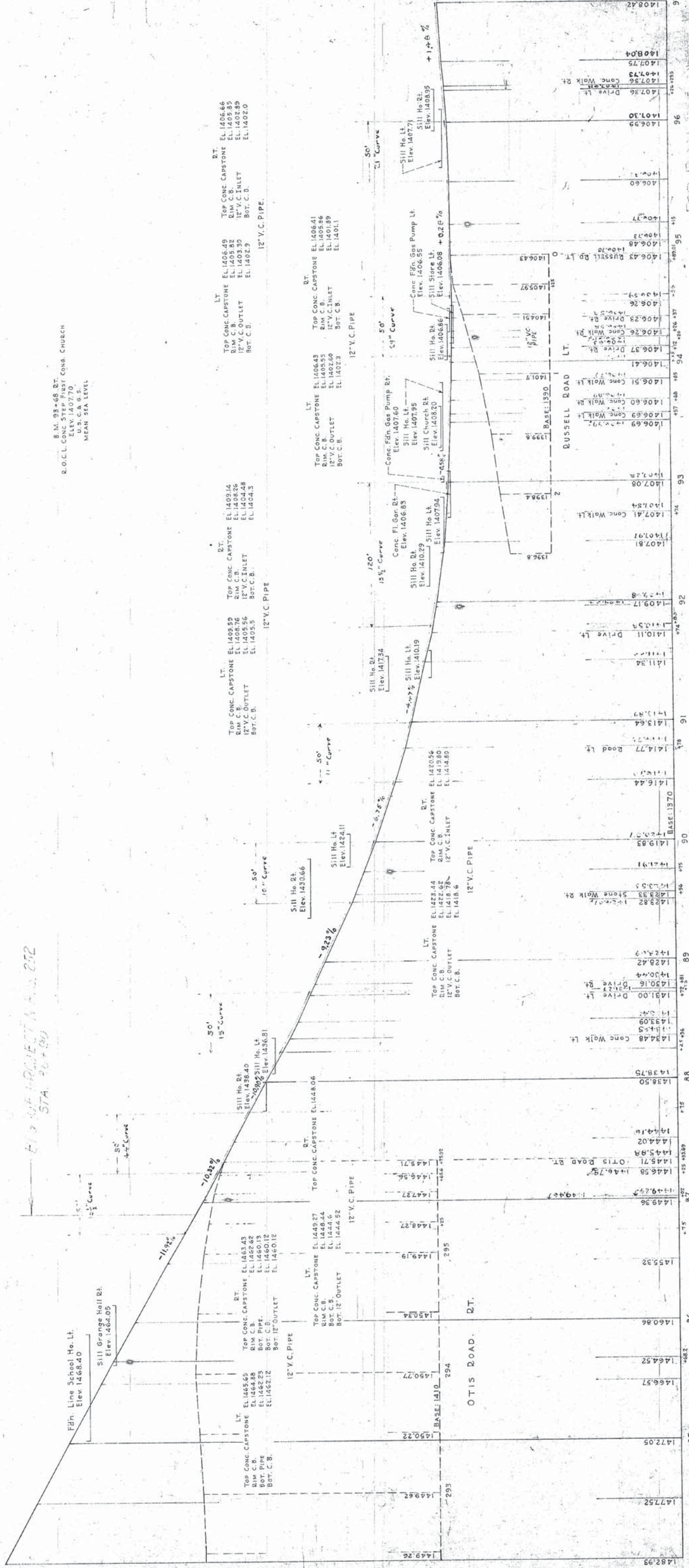
FED. ROAD DIST. NO.	STATE	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
9	MASS	1935	4	65

BLANDFORD  
NORTH ST.

B.M.  
L.O.C.L.S.S. SCHOOLHOUSE LT.  
Elev. 1468.35  
MEAN SEA LEVEL

FILE OF PROJECT N.A.D. 252  
STA. 96+00

B.M. 93-68 DT.  
R.O.C.L. CONC. STEP FIRST CONG. CHURCH  
Elev. 1407.0  
MEAN SEA LEVEL



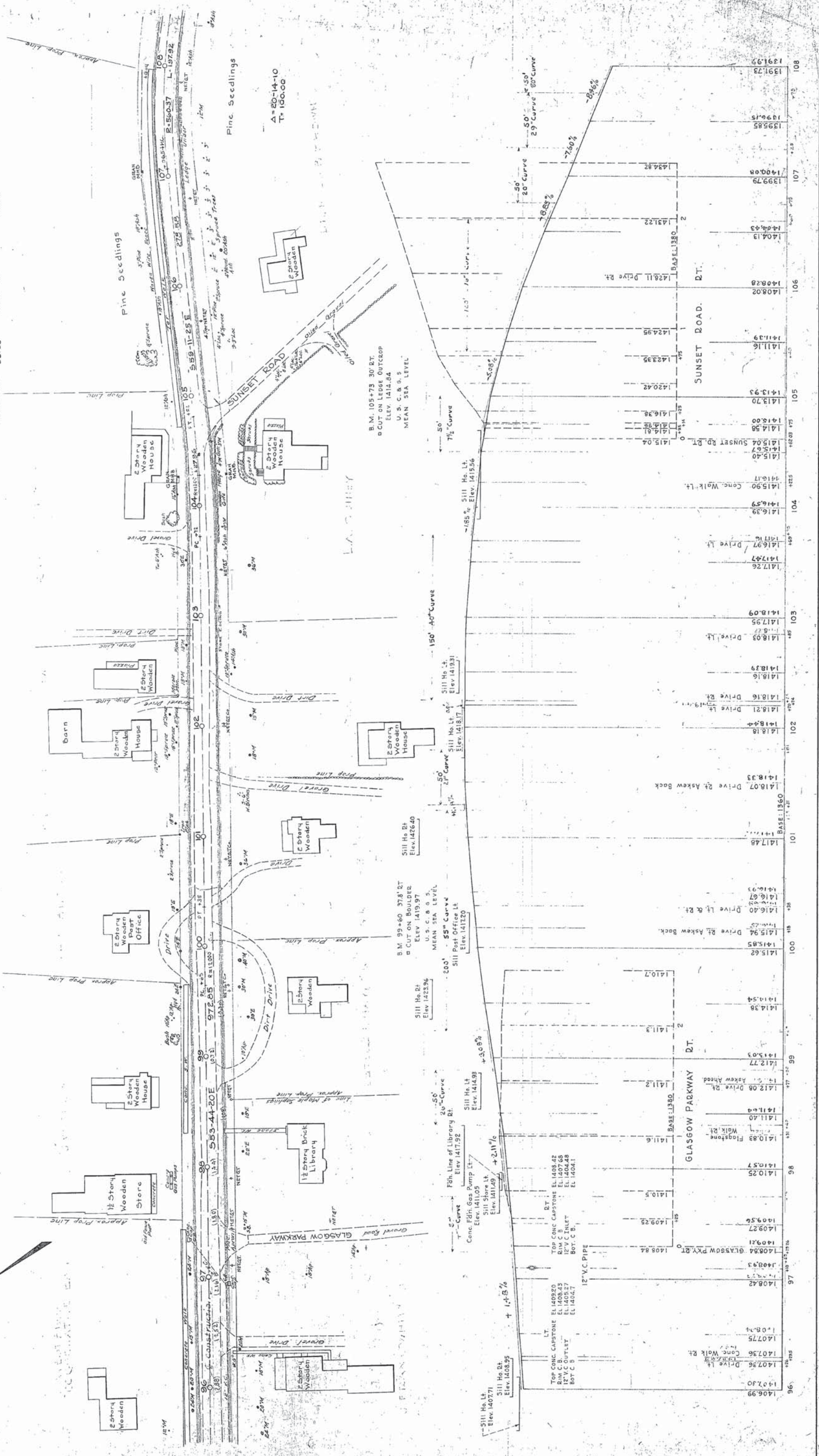
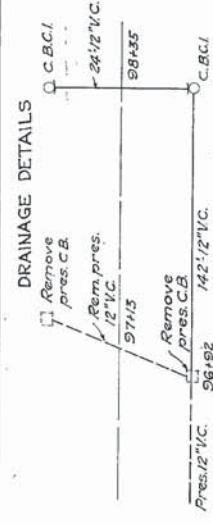
FOR PLAN SET



FED. ROAD DIST. NO.	STATE	FED. NO.	PROJ. NO.	YEAR	SHEET NO.	TOTAL SHEETS
9	MASS	252	1935	5	65	

BLANDFORD NORTH ST.

GUARD RAIL  
None



SALES: HON. LIN. 40 FT. TRACED FROM PLAN 166-P BY CONTINENTAL DATE DEC 4 1933  
VER. LIN. 8 FT. TRACED FROM PROFILE PLAN 166-P BY J.W. HOWARD DATE DEC 4 1933





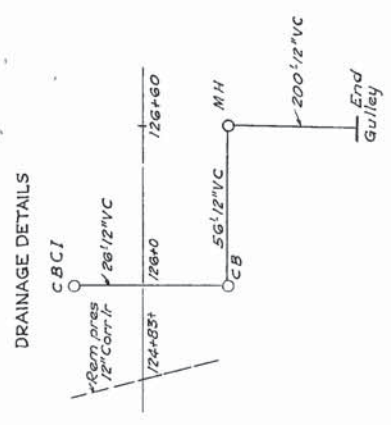


SHEETS 0-65

GUARD RAIL  
None

BLANDFORD  
NORTH ST.

FED ROAD DIST NO.	STATE	FED AID PROJ NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
9	MASS	N F S 252	1935	7	65



$\Delta = 29-45-55$   
 $T = 100.00$

R. E. DAVID

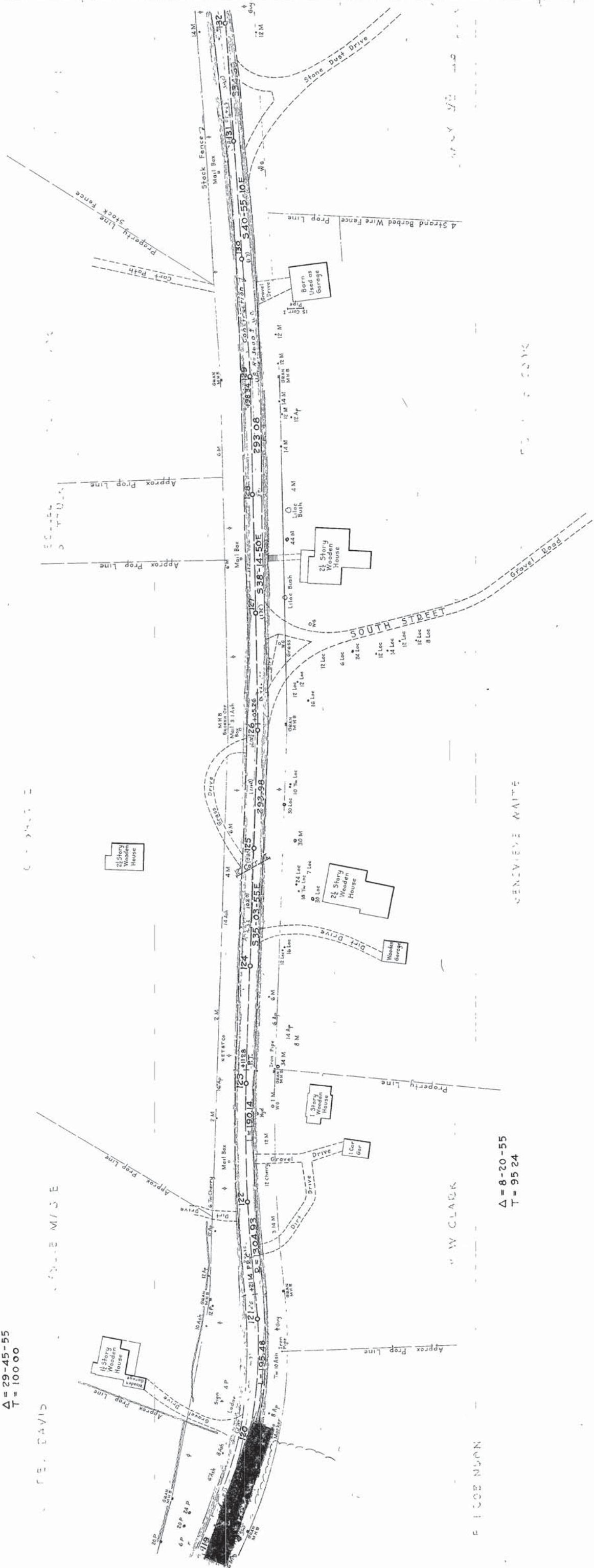
W. E. MUSE

W. W. CLARK

E. LOE NUAN

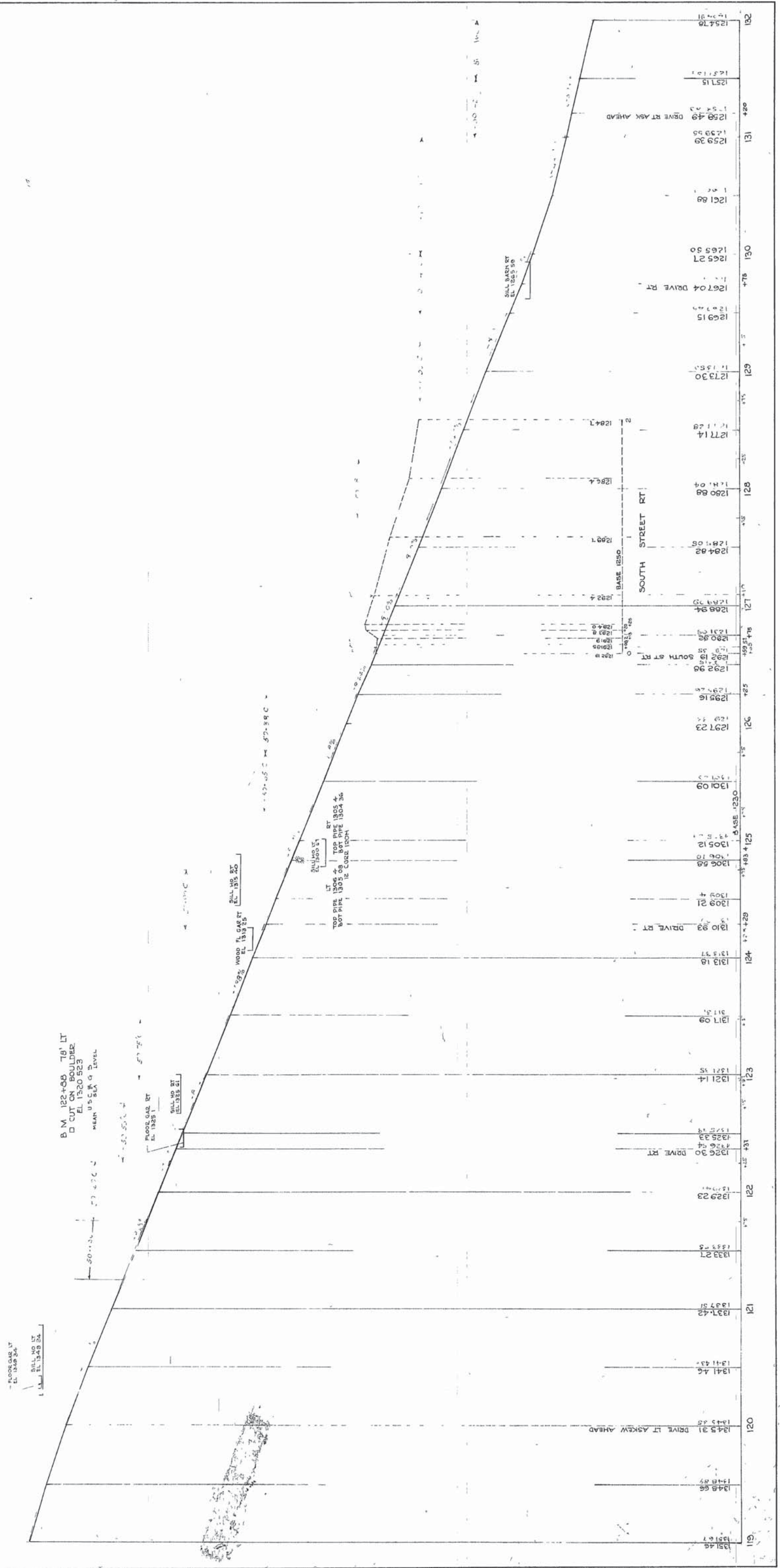
$\Delta = 8-20-55$   
 $T = 95.24$

GENIVIEE NAIVE



BLANDFORD  
NORTH ST

FED ROAD DIST NO	STATE	FED AID PROJ NO	FISCAL YEAR	SHEET NO	TOTAL SHEETS
9	MASS	NRS	1935	8	65





FED ROAD DIST No	STATE	FED AID PROJ No	FISCAL YEAR	SHEET No	TOTAL SHEETS
9	MASS	NR 5 252	1935	9	65









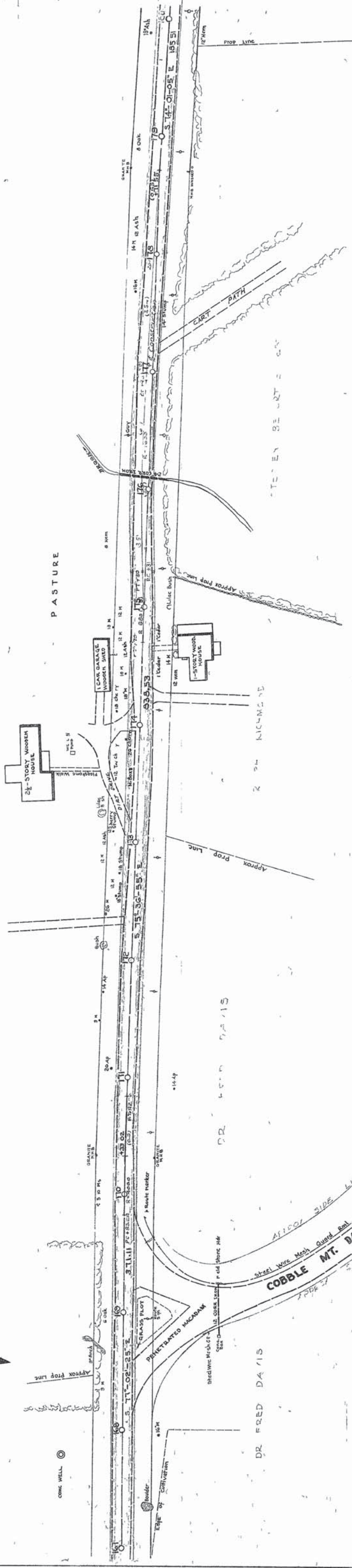




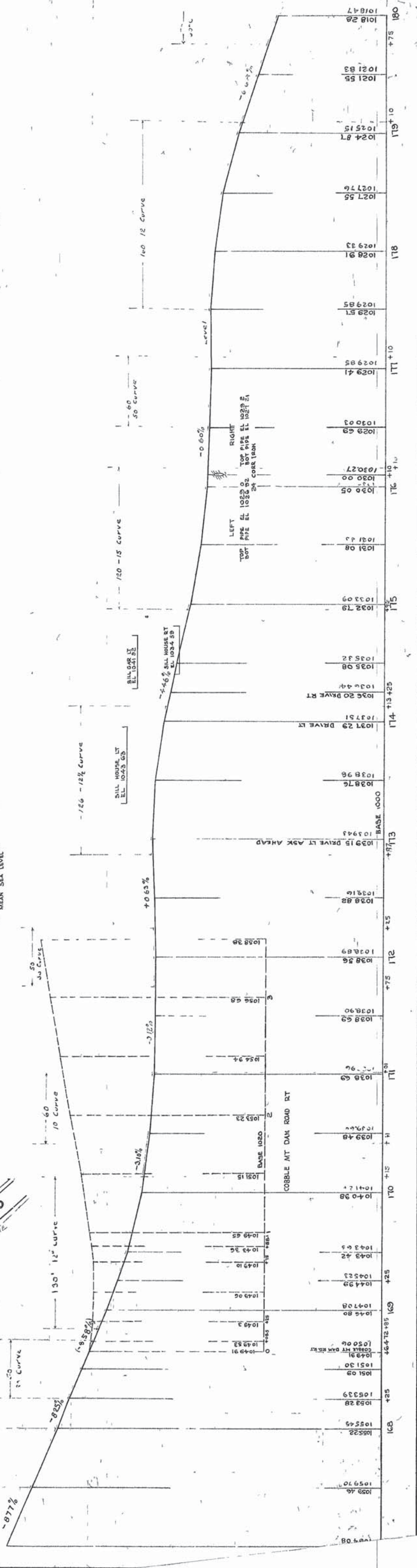


BLANDFORD NORTH ST  
GUARD RAIL None  
DRAINAGE DETAILS  
Clean ditch for 250'  
End  
40'-24" C/I  
176+10  
Replacing  
End

FED ROAD DIST NO	ESTD	FISCAL YEAR	SHEET NO	TOTAL SHEETS
9	MASS	1935	13	65



B M 172+39 22.5' LT  
SPK ROOT 21 M  
EL 1038.904  
U MEAN SEA LEVEL

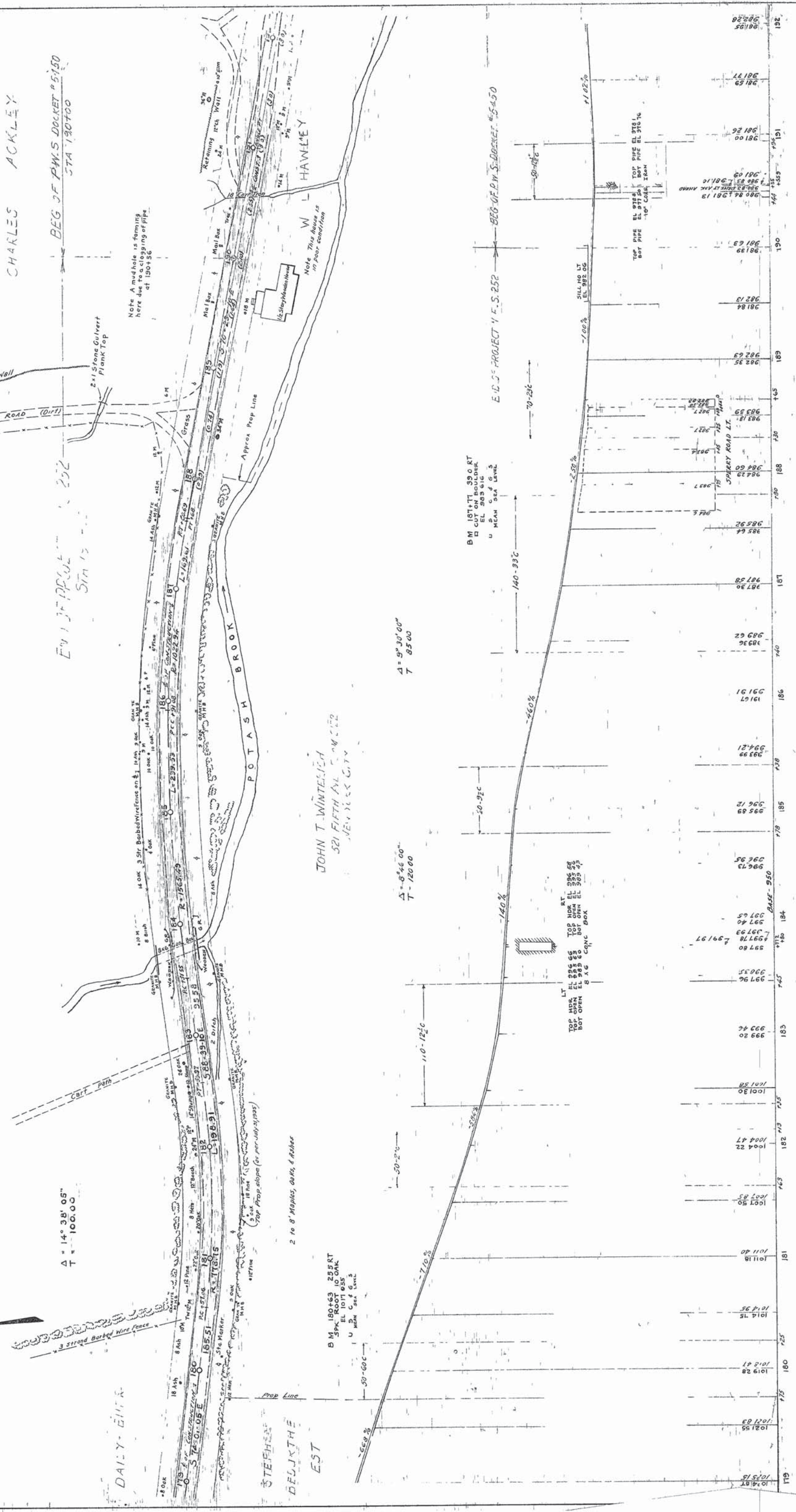




CABLE GUARD RAIL  
STA 183+25 TO STA 183+95 LT  
" 183+60 185+20 RT

DRAINAGE DETAILS  
END  
RETAIN PILES 8 X 6 CONC COLS  
EXTEND 4 FT F.S. 11' MIN.  
R.C.C. NEW ENDS 17' MIN.

BLANDFORD NORTH ST.			
PROJ. NO.	STATE	FISCAL YEAR	TOTAL SHEETS
9	MASS.	1952	14
9	MASS.	1952	65



$\Delta = 14^{\circ} 38' 05''$   
 $T = 100.00$

$\Delta = 8^{\circ} 46' 00''$   
 $T = 120.00$

$\Delta = 9^{\circ} 30' 00''$   
 $T = 85.00$

B.M. 180+63 255 RT  
SPK. ROOT 10 OAK  
EL. 985.10  
U.M.E.A. Level

LT  
TOP OPEN EL. 996.58  
TOP OPEN EL. 995.25  
TOP OPEN EL. 995.43  
BOT OPEN EL. 995.43  
CONC. BOX

TOP PIPE EL. 981.77  
BOT PIPE EL. 981.77  
10' CONC. TRENCH

TOP PIPE EL. 981.77  
BOT PIPE EL. 981.77  
10' CONC. TRENCH

SPERRY ROAD LT.  
TOP OPEN EL. 983.13  
TOP OPEN EL. 983.13  
TOP OPEN EL. 983.13  
BOT OPEN EL. 983.13

TOP OPEN EL. 996.58  
TOP OPEN EL. 995.25  
TOP OPEN EL. 995.43  
BOT OPEN EL. 995.43

TOP OPEN EL. 996.58  
TOP OPEN EL. 995.25  
TOP OPEN EL. 995.43  
BOT OPEN EL. 995.43

TOP OPEN EL. 996.58  
TOP OPEN EL. 995.25  
TOP OPEN EL. 995.43  
BOT OPEN EL. 995.43

TOP OPEN EL. 996.58  
TOP OPEN EL. 995.25  
TOP OPEN EL. 995.43  
BOT OPEN EL. 995.43

TOP OPEN EL. 996.58  
TOP OPEN EL. 995.25  
TOP OPEN EL. 995.43  
BOT OPEN EL. 995.43



FED ROAD DIST No	STATE	FED AID PROJ No	FISCAL YEAR	SHEET No	TOTAL SHEETS
9	MASS	R-22 NRA	1934	3	190

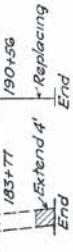
Docket No 5450

# Plan and Profile of Proposed Reconstruction of State Highway 12. The

TOWN OF BLANDFORD

Office of Department of Public Works  
Boston, Mass.  
June 30 1934  
A true  
Horizontal Scale 40 Feet to the inch  
Vertical Scale 8 Feet to the inch

Release from Sta 190+00 to Sta 218+24.03



$$\Delta = 14^{\circ} 38' 05''$$
$$T = 100.00$$

← BEG OF NEW RA. PROJECT P-22  
- STA 190+00

Note A mud hole is forming here due to a clogging of pipe at 190+56

OK

2 to 8 Maples Oaks & Ashes

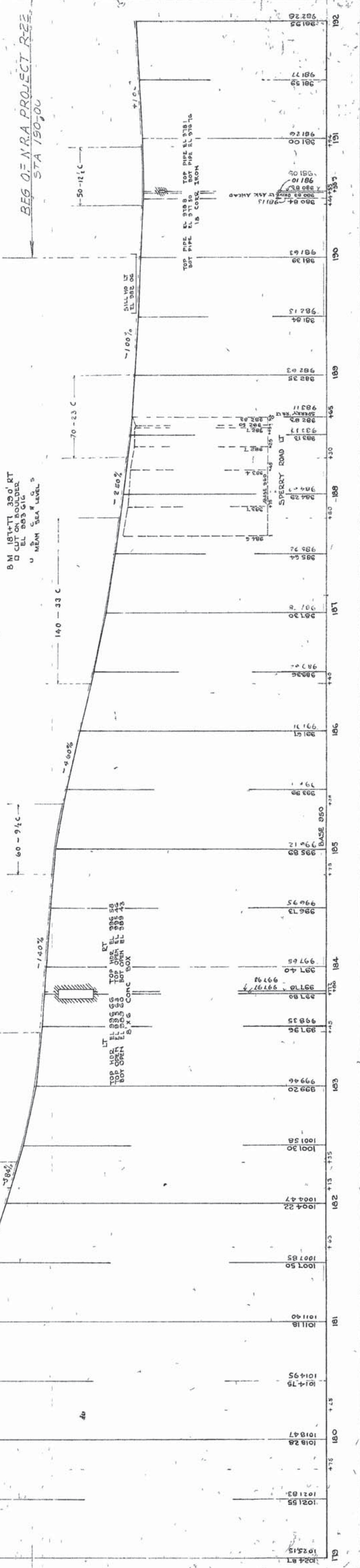
B M 180+63 255' RT  
SPK ROOT 10 OAK  
EL 1017055  
U S C B G S  
MEAN SEA LEVEL

$$\Delta = 9^{\circ} 30' 00''$$

$$\Delta = 9^{\circ} 46.00'$$
$$T = 120.00$$

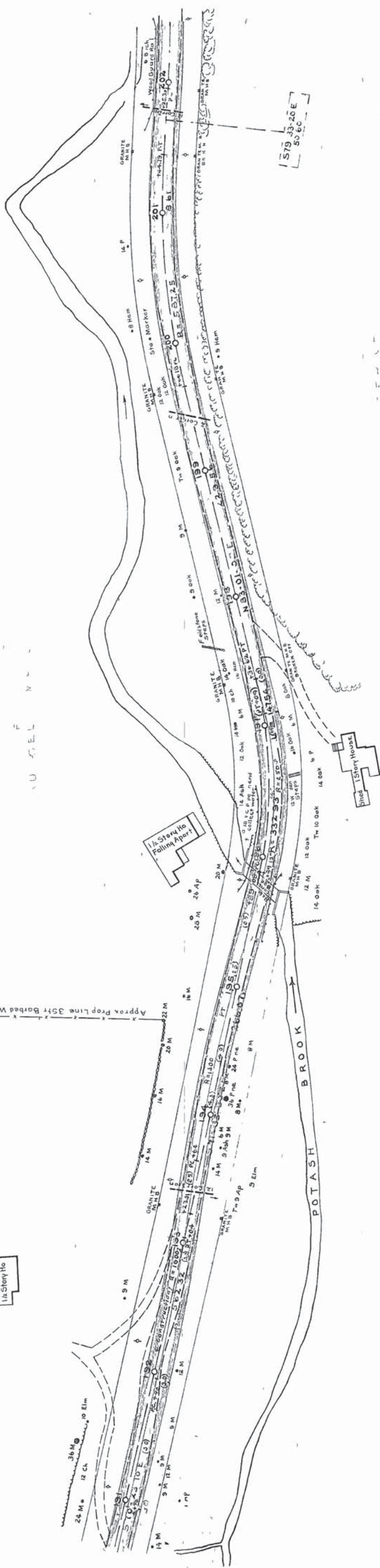
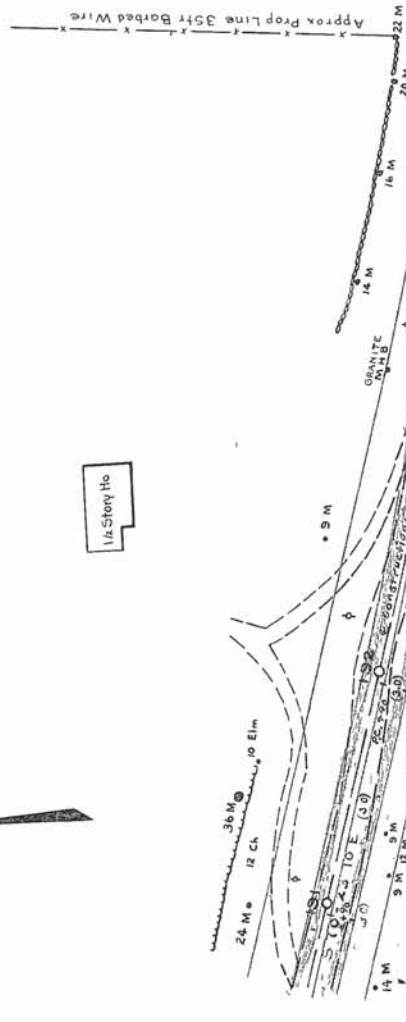
B M 187+77 390' RT  
D CUT ON BOULDER  
EL 983.616  
U S C R Q S  
MEAN SEA LEVEL

BEG 0.7 N.R.A PROJECT R-2E  
STA 150+00





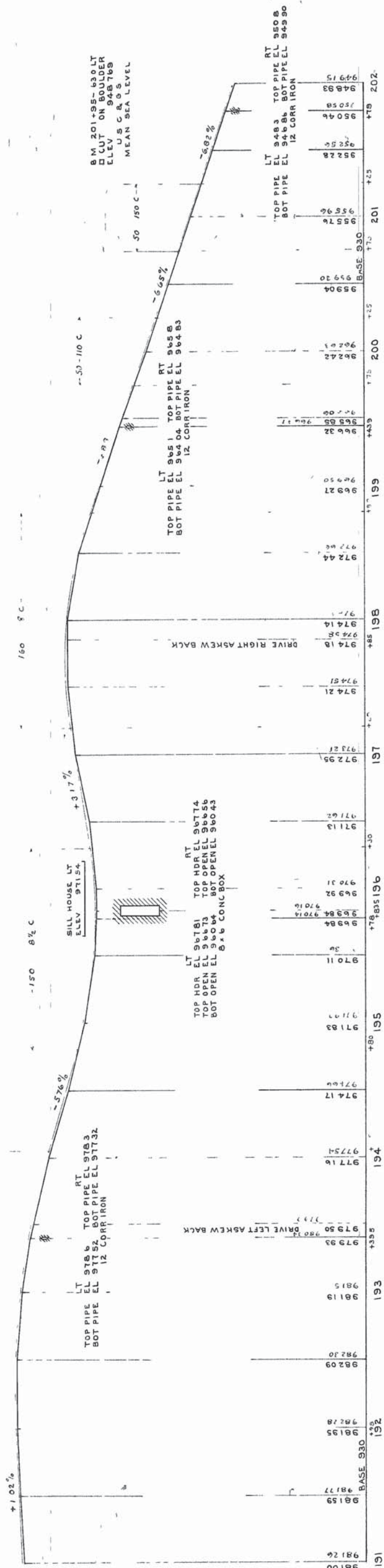
FED ROAD DIST No	STATE	FED AID PROJ No.	FISCAL YEAR	SHEET No	TOTAL SHEETS
9	MASS	R-22 <sup>NRA</sup>	1934	4	190

$$\begin{array}{r} \Delta - 25^{\circ} 23' 25'' \\ T - 75^{\circ} 00' \end{array}$$

$$4 = 1702035$$

BM 195+78-19 RT  
CUT ON HEAD WALL  
ELEV 967.722  
USCGS  
MEAN SEA LEVEL

SILL HOUSE AT  
ELEV 98631

-210 -15 1/2 °C





FED ROAD DIST. NO.	STATE	FED AID PROJ NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
9	MASS.	R-22 N.R.A.	1934	5	190

BLANDFORD  
NORTH 'S

Rock Emb	End	End	End
36-18°C I	42-18°C I	42-18°C I	42-18°C I
Culv pipe	Culv pipe	Culv pipe	Culv pipe
201+73	204+22	207+22	207+22
Replacing	Replacing	Replacing	Replacing
500 6"VCSD 3	201+0	201+0	201+0
198+0	D1	D1	D1

$$\frac{\Delta}{T} = 11.15 \cdot 30$$
$$\Delta T = 13^{\circ}09'25''$$
$$\Delta = 16^\circ 58' 45''$$

$$T = 91.62$$

BM 201+95- 630 LT  
CUT ON BOULDER  
ELEV 948.769  
USC & GS  
MEAN SEA LEVEL

B.M. 209+06-284 LT  
CUT ON BOULDER  
ELEV 918.419  
U.S.C. & G.S.  
MEAN SEA LEVEL

	LT	RT
TOP PIPE EL	9252	TOP PIPE EL 9261
BOT PIPE EL	92394	BOT PIPE EL 92509

LT 9381 TOP HDR EL 9387  
BOT PIPE EL 93475 BOT PIPE EL 93604  
12 CORR IRON

	LT	RT
TOP PIPE EL	9483	TOP PIPE EL 9508
BOT. PIPE EL	94686	BOT PIPE EL 949.96
		12 CORR IRON

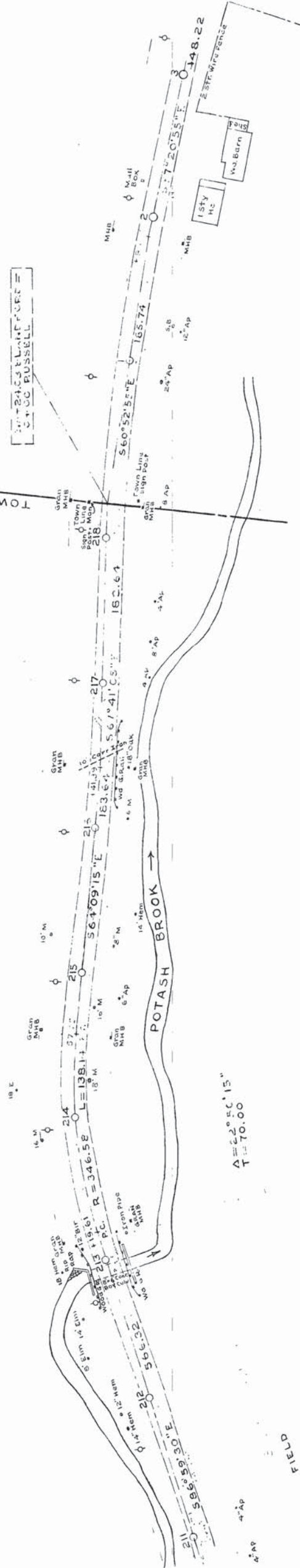




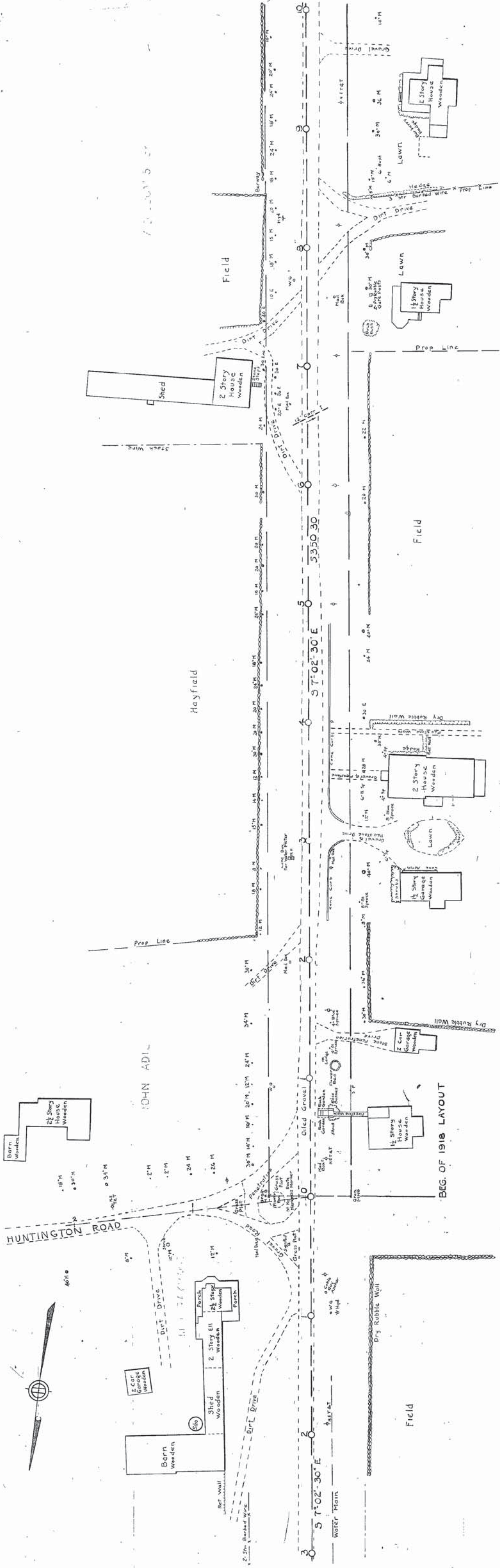
BLANDFORD

PASTURE FIELD

END OF 1918 LAYOUT BEGINNING OF 1917 LAYOUT







BM 6127 - 45' LT.  
SPOT ELEV. 1526.26 M  
U.S. 1922 M  
MEAN SEA LEVEL

SILL HQ LT.  
EL. 1546.73

SILL HQ RT  
EL. 1540.43

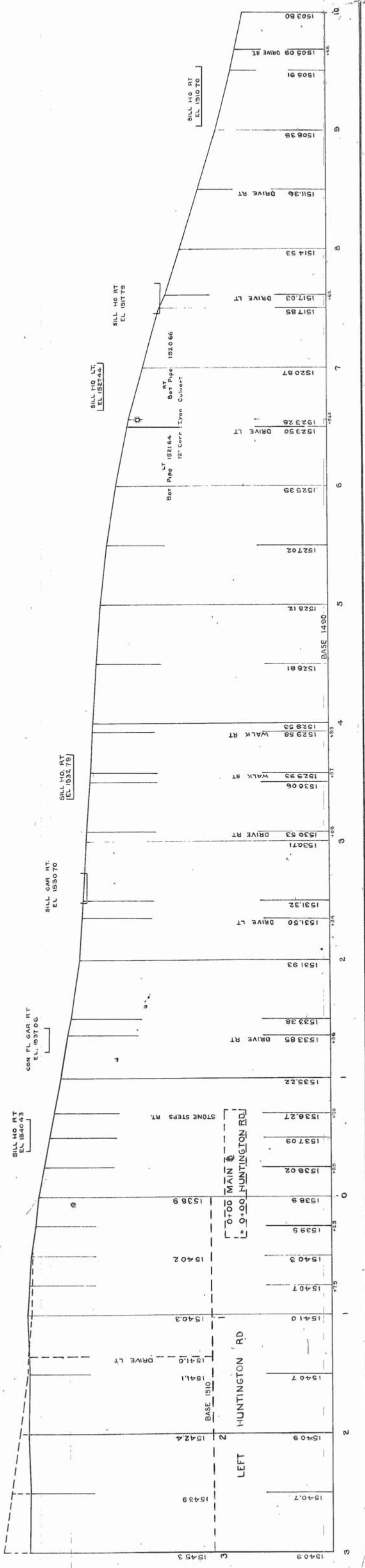
SILL GAR RT.  
EL. 1530.70

SILL HQ RT  
EL. 1532.79

SILL HQ LT.  
EL. 1527.44

SILL HQ RT  
EL. 1517.75

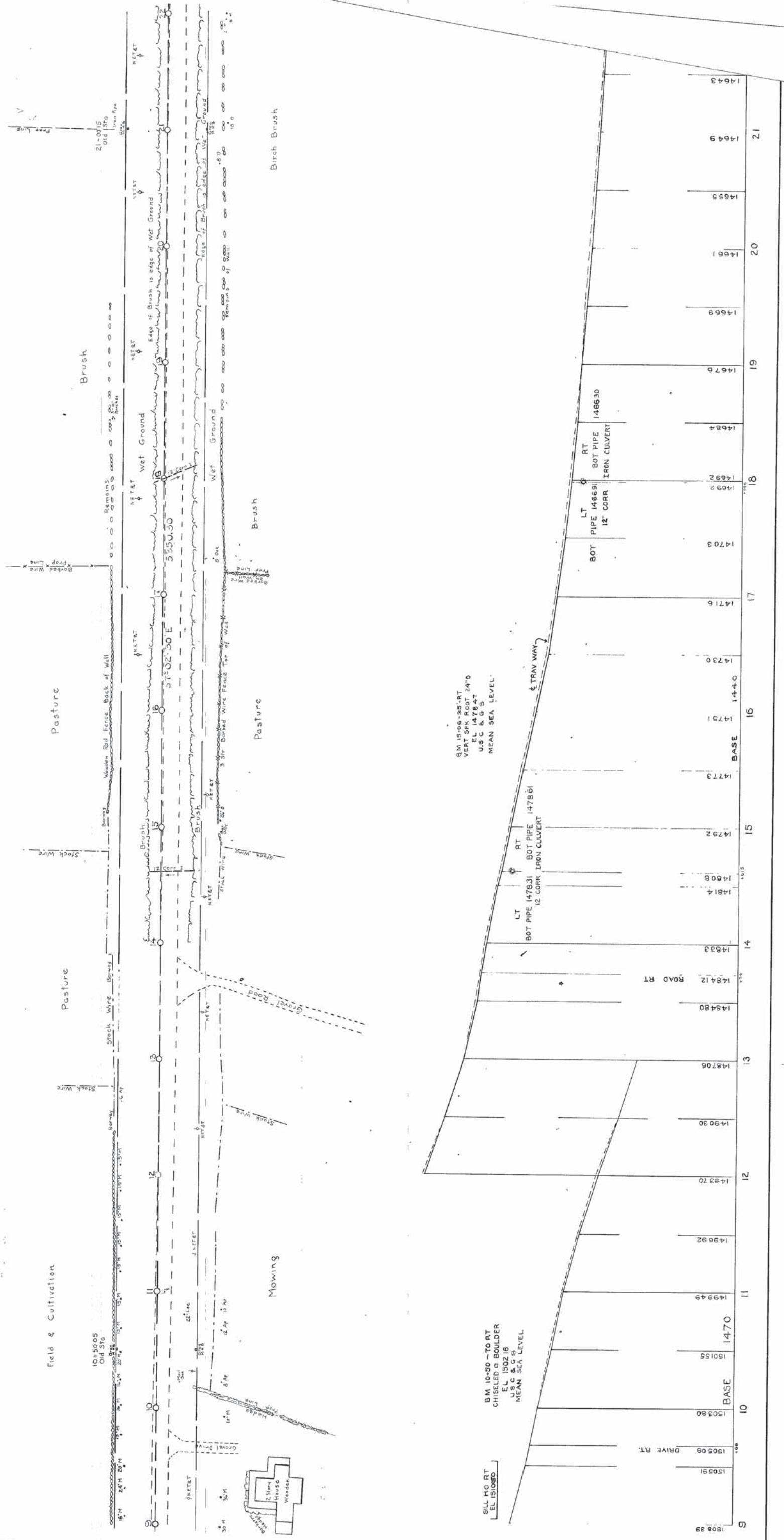
SILL HQ RT  
EL. 1510.70

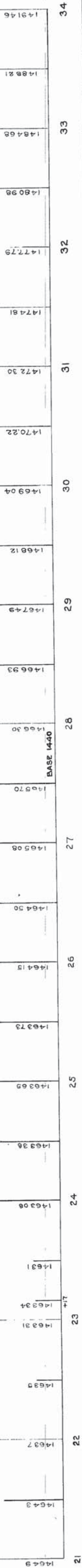
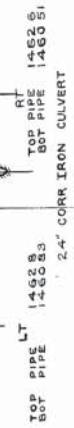




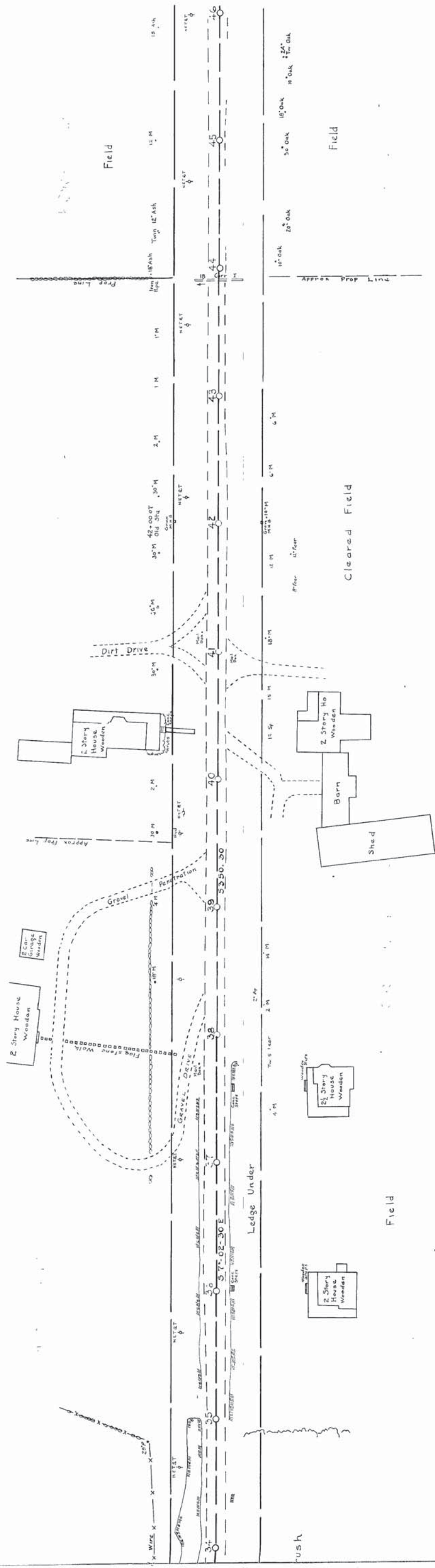












WOOD FL SHED RT  
E1 180801  
SILL HO LT  
E1 180801  
SILL HO RT;  
E1 180724

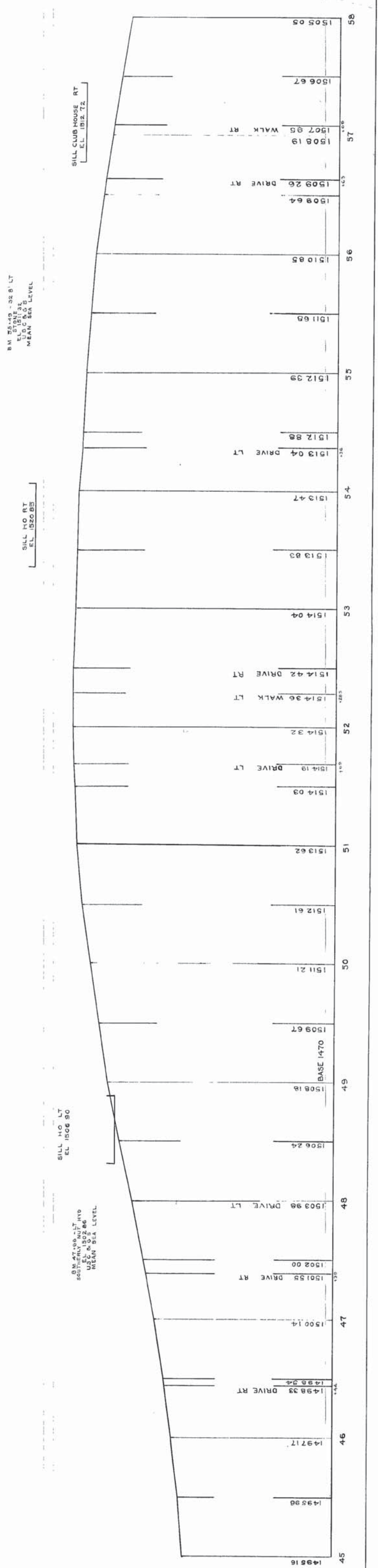
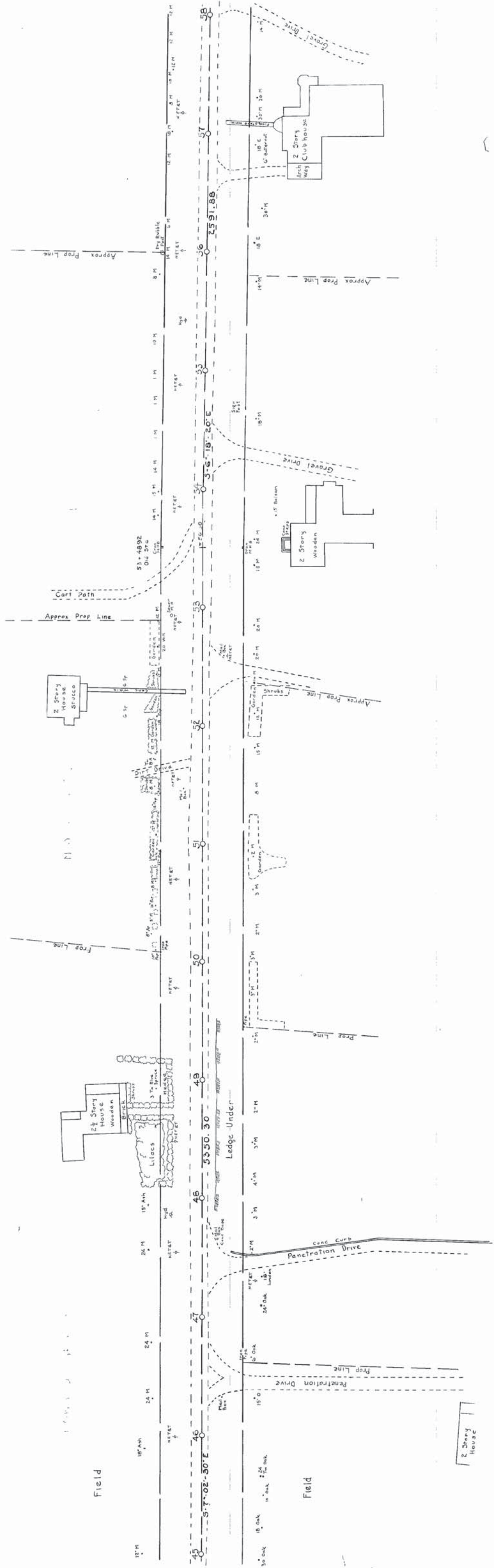
SILL HO RT  
EL 1512 02

WOOD FL SHED RT  
E1 180801  
SILL HO LT  
E1 180801  
SILL HO RT;  
E1 180724

SILL HO RT  
EL 1505.36

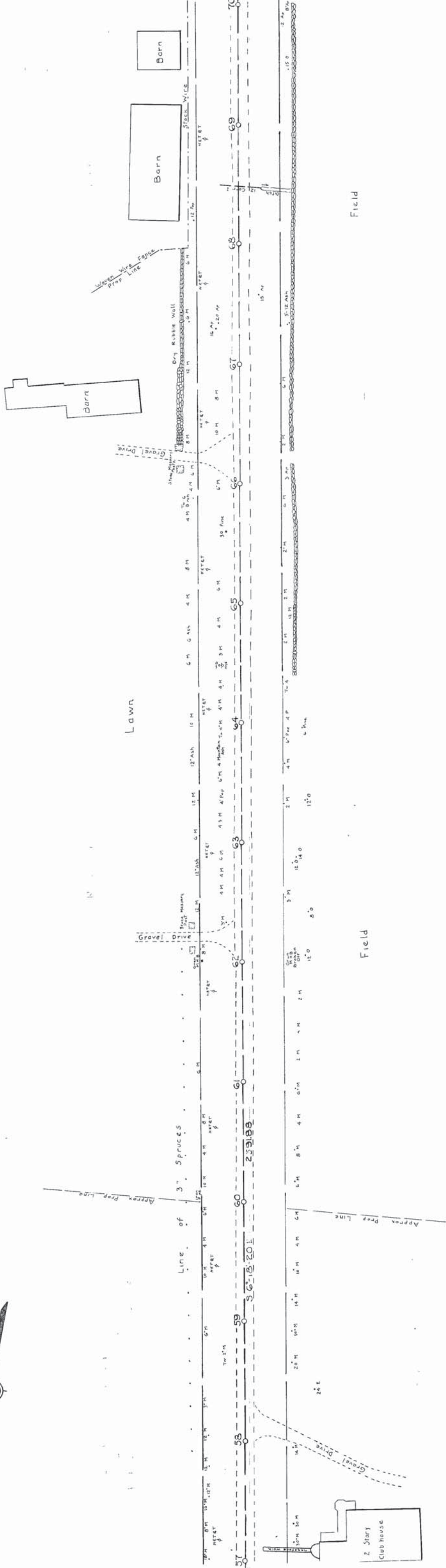
Station	Left Side	Right Side
34	1491 46	1494 61
35	1498 01	1499 34
	1501 24	
36	1504 07	1504 19
	CONC STEPS RT	
	1507 05	
	BASE 1460	
37	1509 06	
	1510 36	
	CONC STEPS RT	
	1510 38	
	1510 55	
	WALK LT	
38	1510 43	
	DRIVE RT	
	1510 26	
	DRIVE LT	
39	1509 36	
	1508 79	
	DRIVE LT	
	1508 28	
	DRIVE RT	
40	1506 46	
	1507 36	
	DRIVE RT	
	1505 08	
	WALK LT	
	1504 55	
41	1502 88	
	DRIVE RT	
	1502 39	
	DRIVE LT	
42	1498 41	
	1496 88	
43	1495 77	
	1495 21	
	1495 06	
	1495 04	
44	1494 73	
	1495 16	
	1495 96	
45		
46		

BLANDFORD  
NORTH ST.



WORK IN - 8 FT TRACED FROM PROFILE 93K BY A. BUCKINGHAM, DATE 3-20-36  
BY FC DEMPSEY, DATE 3-23-36





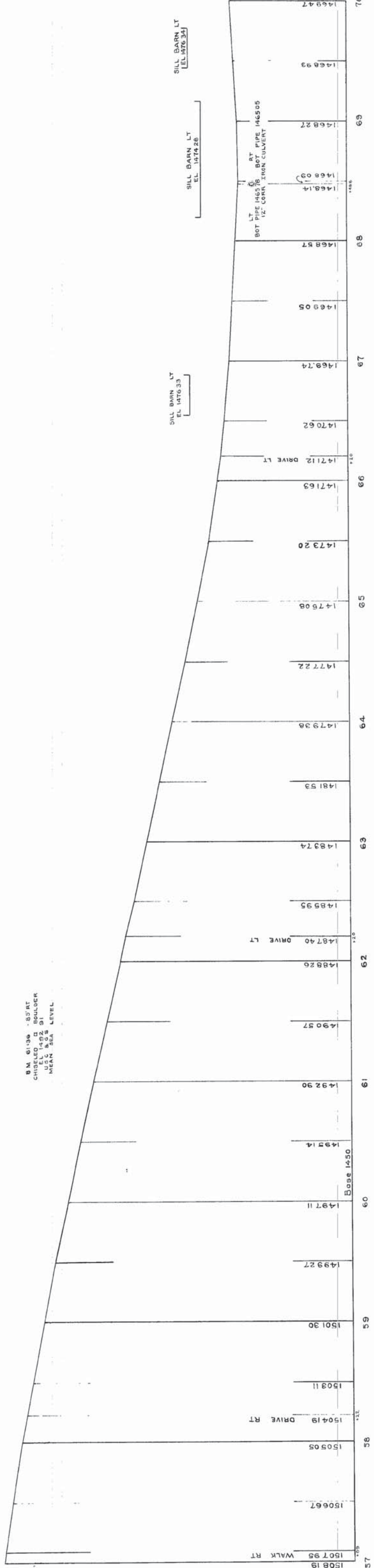
SILL CLUBHOUSE RT  
EL 1476.72

B.M. 61.36 - 85 RT  
CHISELLO 1452  
U.S.C. 8.05  
MEAN SEA LEVEL

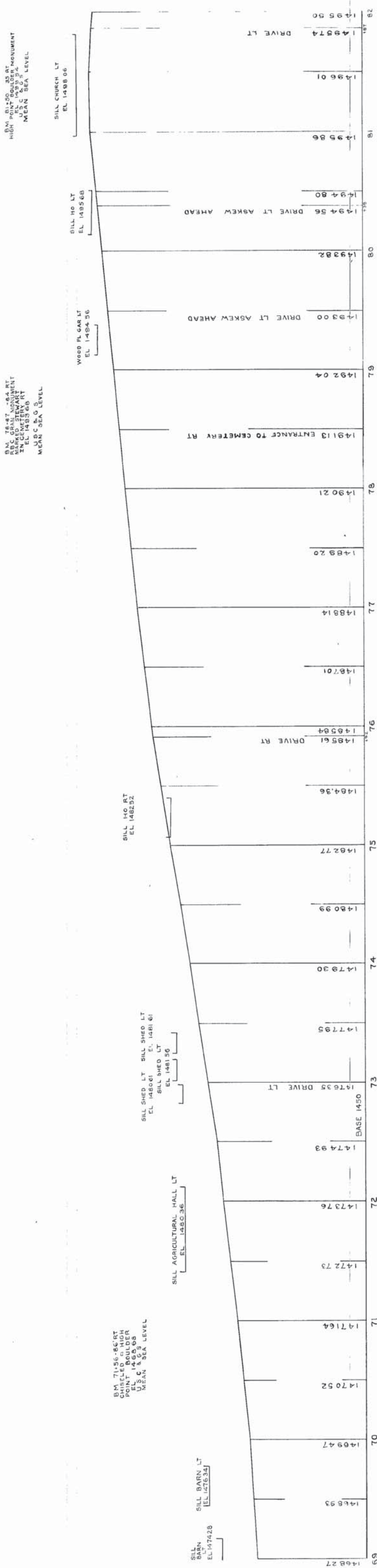
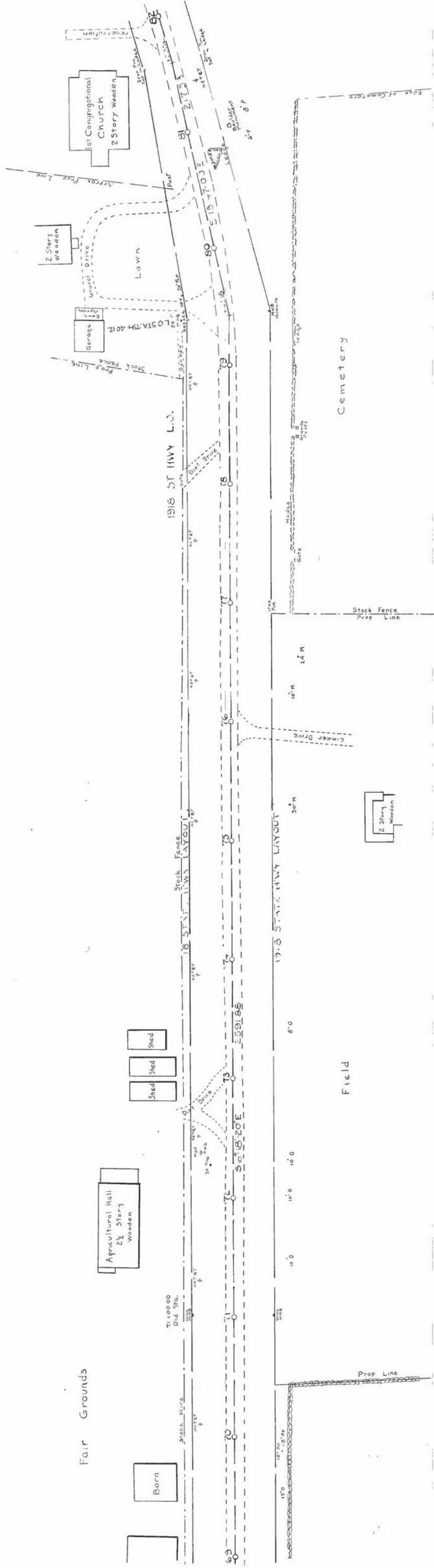
SILL BARN LT  
EL 1476.33

SILL BARN LT  
EL 1474.28

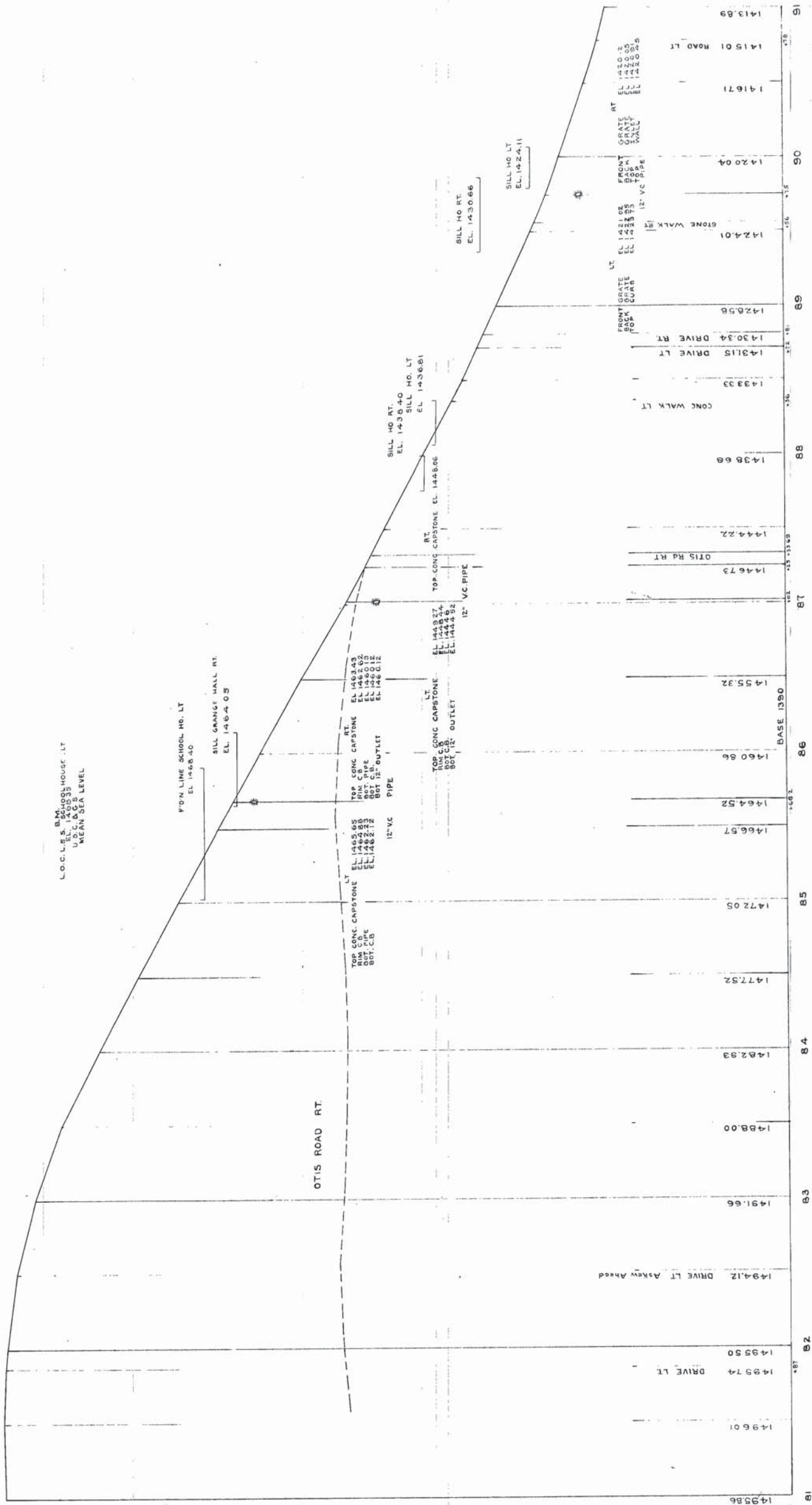
SILL BARN LT  
EL 1476.34



LT BOT PIPE 1465.76  
RT BOT PIPE 1465.05  
12" CORR. IRON CULVERT







1949

Blandford



STATE LAYOUT PLANS #3672  
Route 23, General Knox Trail, east of Otis line to North St.

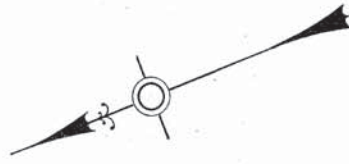
INDEXING

STATE LAYOUT PLAN #3672

- Image Info SH51015 Blandford
- Image Info SH51015 Otis line
- Image Info SH51015 General Knox Trail
- Image Info SH51015 North Street
- Image Info SH51015 Route 17
- Image Info SH51015 Shepard Road

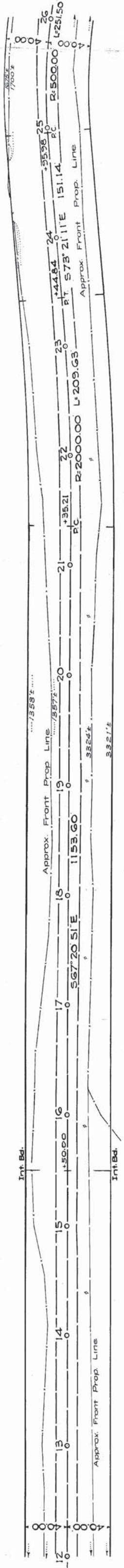






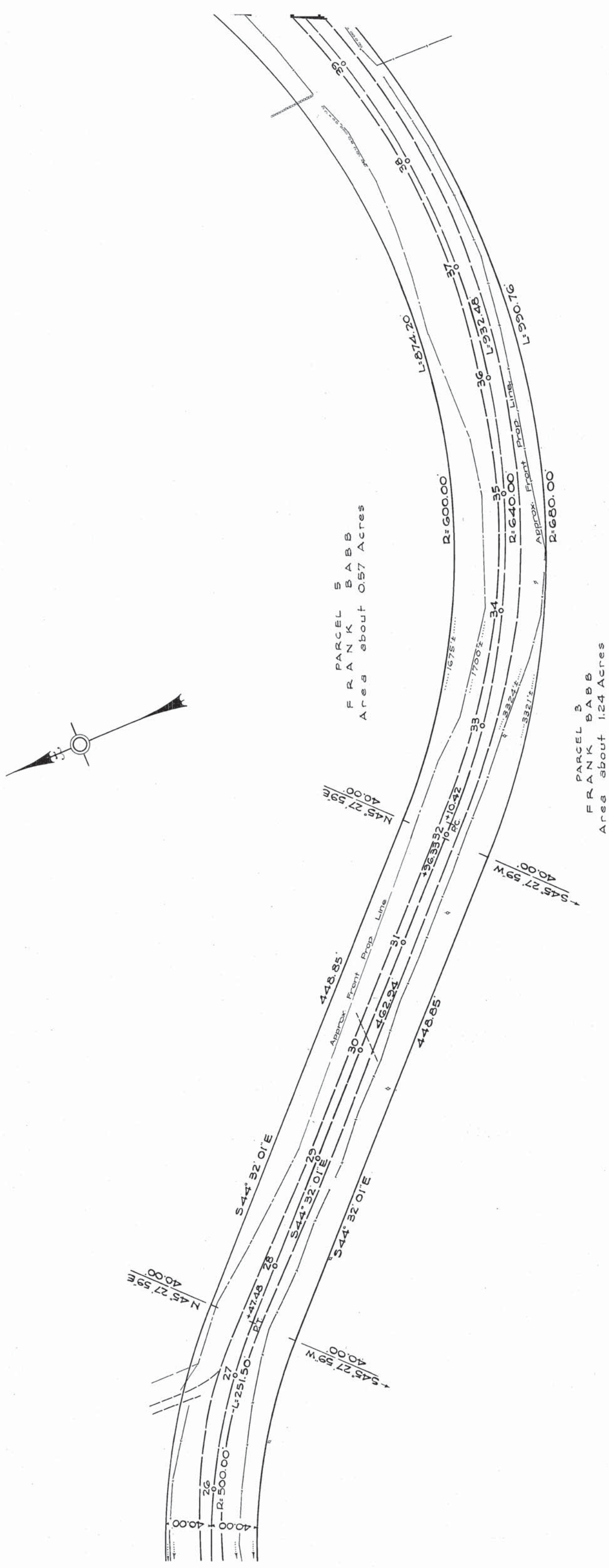
PARCEL 4  
F R A N K B A B  
Acres about 0.45 Acres

PARCEL 5  
FRANK BABB  
Area about 0.57 Acres



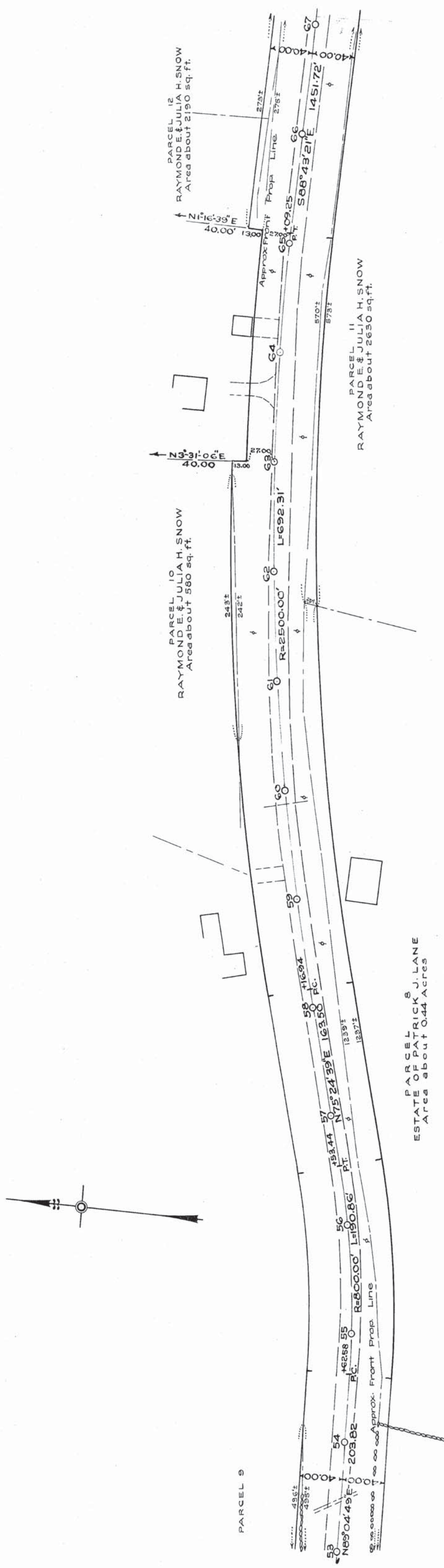
PARCEL 3  
FRANK B A B B  
Area about 1.24 Acres

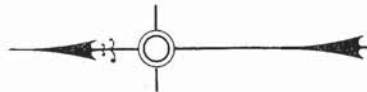




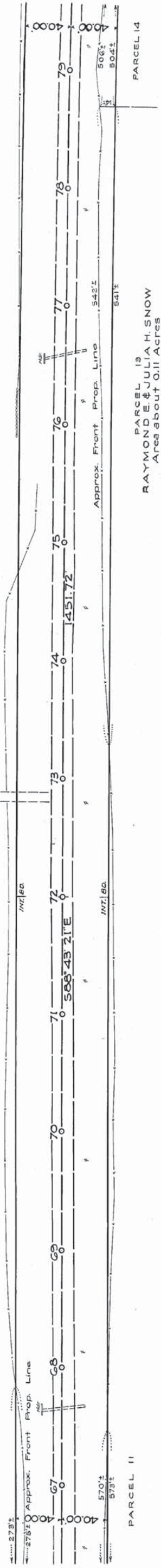




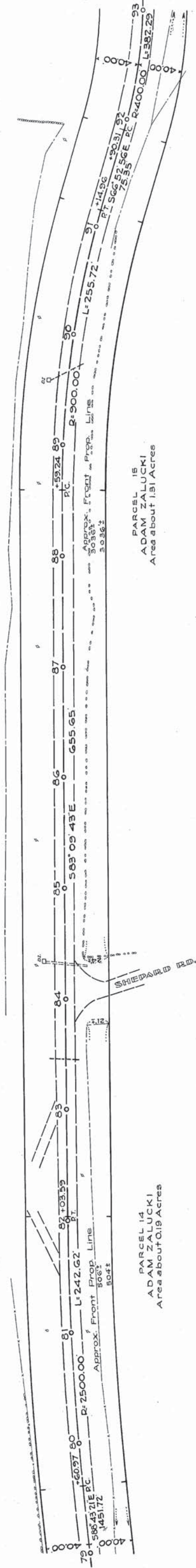




PARCEL 12  
RAYMOND E. & JULIA H. SNOW  
Area about 2190 sq. ft.

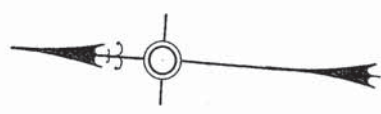






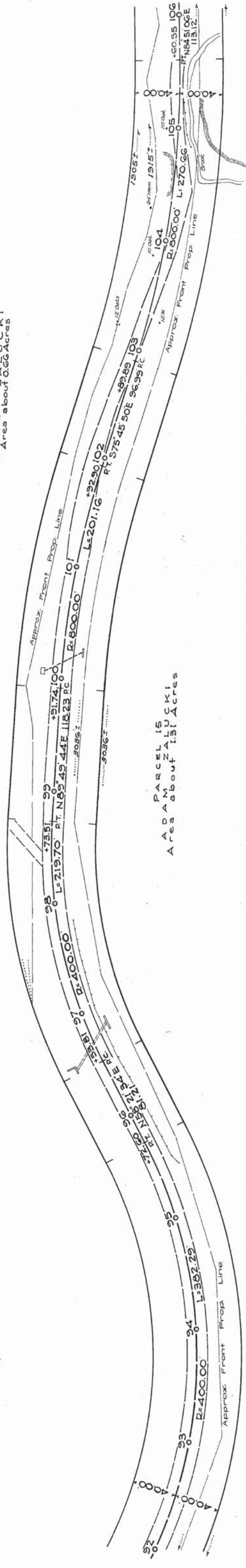
PARCEL 14  
ADAM ZALUCKI  
Area about 0.19 Acres

PARCEL 15  
ADAM ZALUCKI  
Area about 1.31 Acres



PARCEL 16  
ADAM ZALUCKI  
Area about 0.66 Acres

PARCEL 15  
ADAM ZALUCKI  
Area about 1.31 Acres









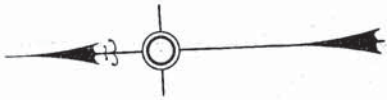
PARCEL 21  
CITY OF SPRINGFIELD  
Area about 0.58 Acres

PARCEL IS  
CITY OF SPRINGFIELD  
Area about 0.60 Acres

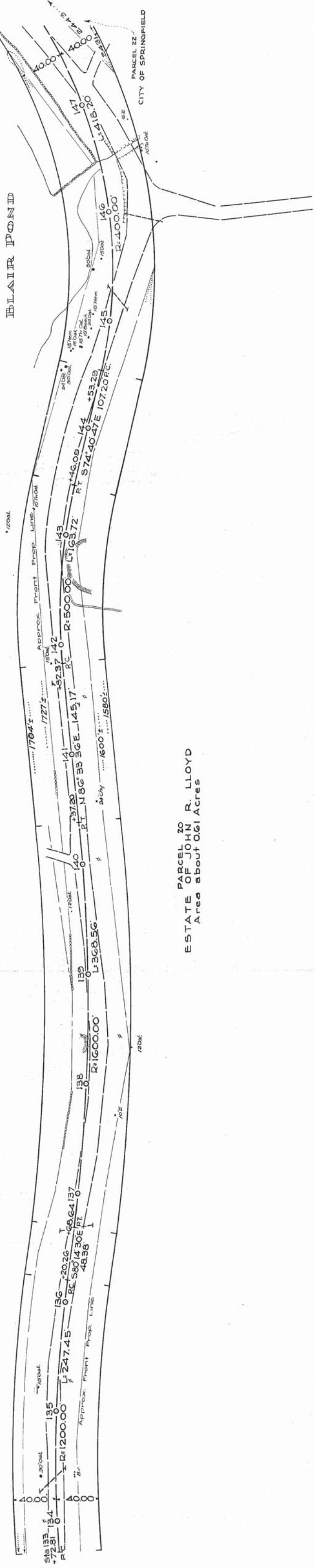
PARCEL 18  
ESTATE OF JOHN R. LLOYD  
Area about 0.60 Acres

PARCEL 20  
ESTATE OF JOHN R. LLOYD  
Area about 0.61 Acres





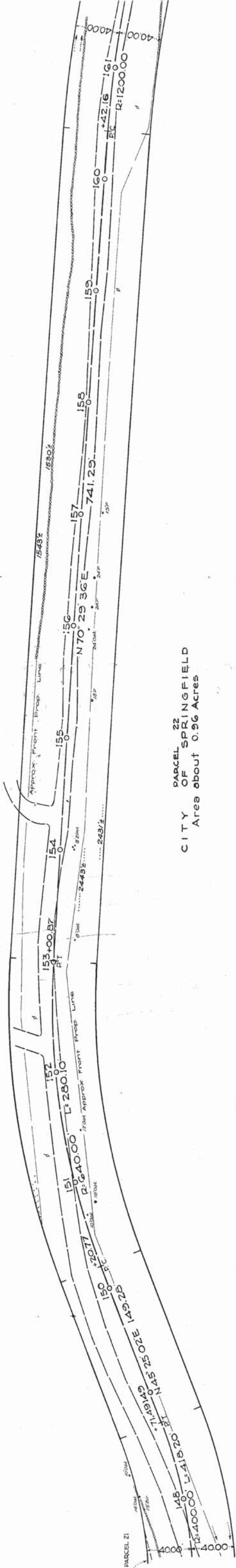
PARCEL 21  
CITY OF SPRINGFIELD  
Area about 0.58 Acres



PARCEL 20  
ESTATE OF JOHN R. LLOYD  
Area about 0.61 Acres

PARCEL 23  
CITY OF SPRINGFIELD  
Area about 0.38 Acres

PARCEL 22  
CITY OF SPRINGFIELD  
Area about 0.96 Acres



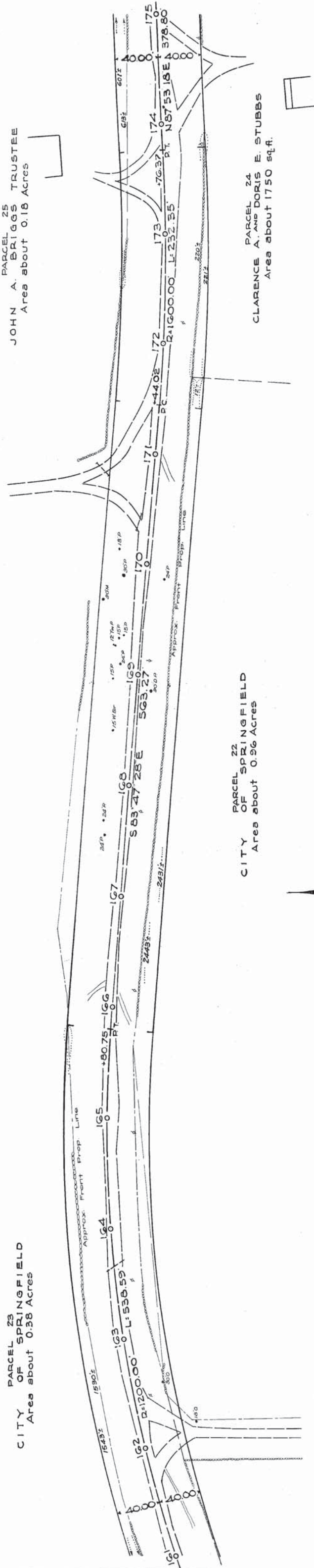


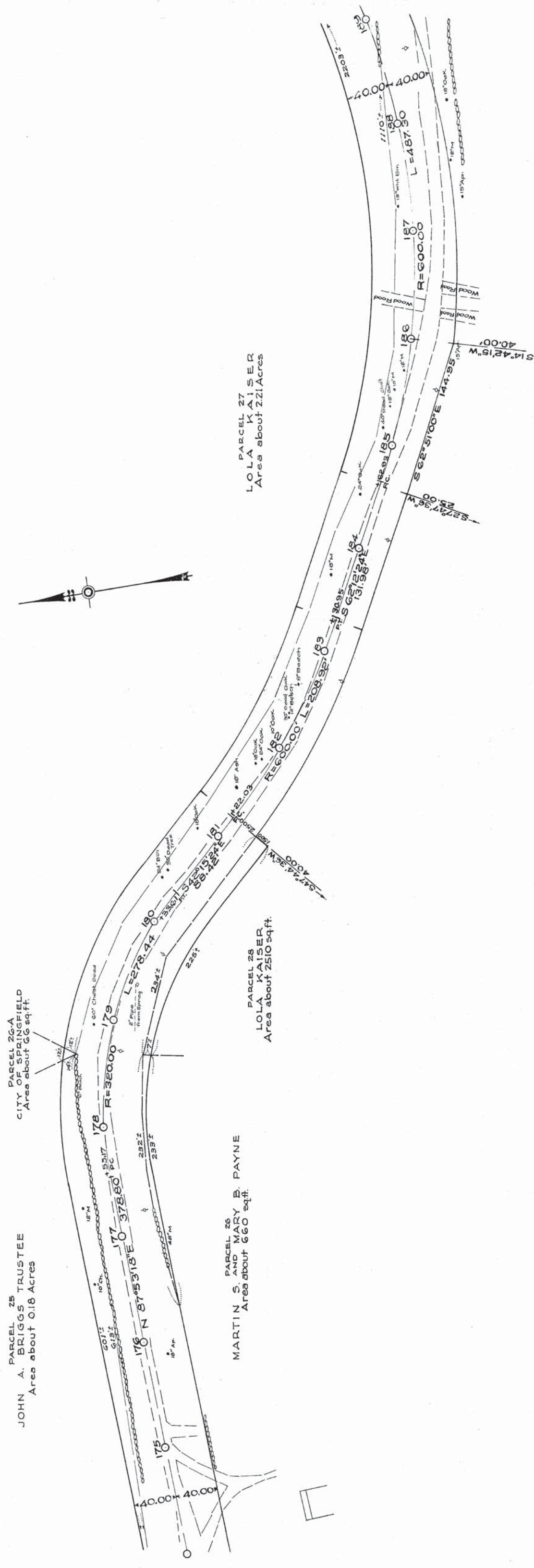
PARCEL 23  
CITY OF SPRINGFIELD  
Area about 0.38 Acres

PARCEL 25  
JOHN A. BRIGGS TRUSTEE  
Area about 0.18 Acres

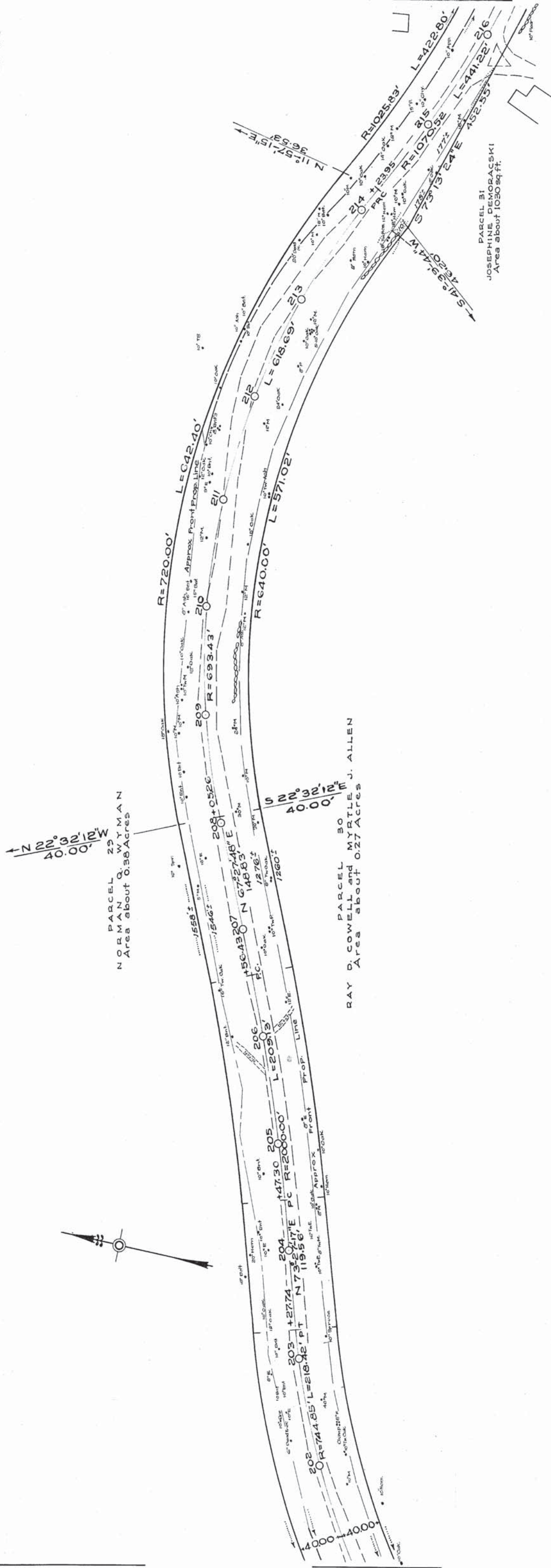
PARCEL 22  
CITY OF SPRINGFIELD  
Area about 0.96 Acres

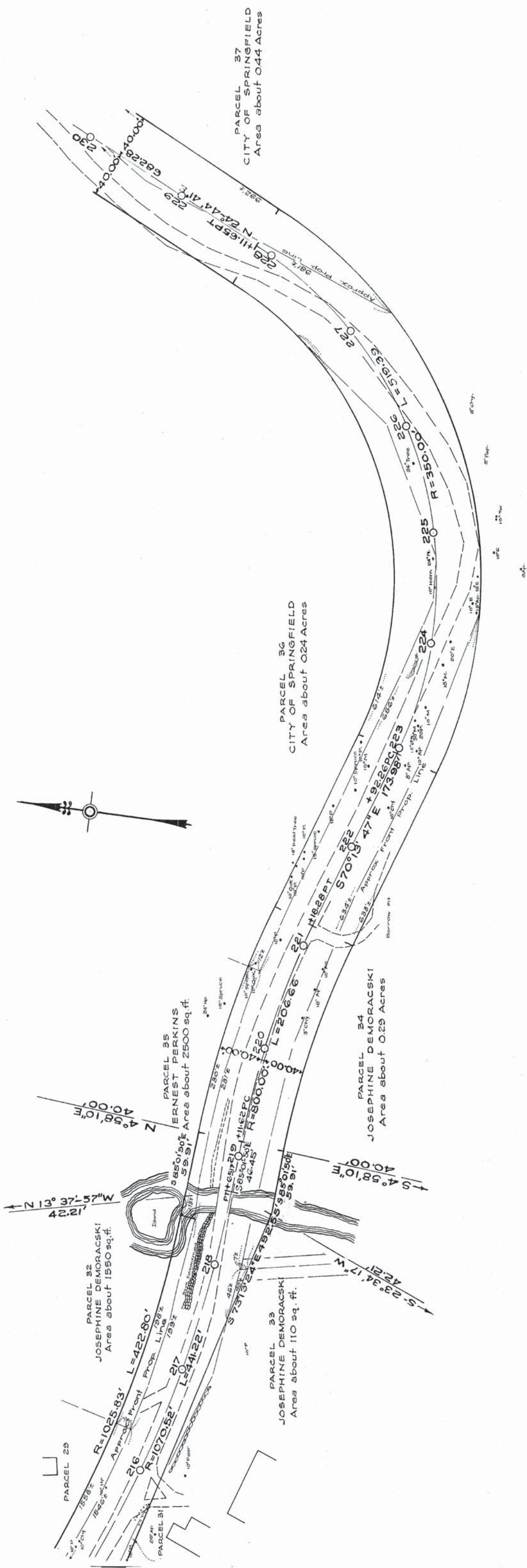
PARCEL 24  
CLARENCE A. AND DORIS E. STUBBS  
Area about 1750 sq. ft.



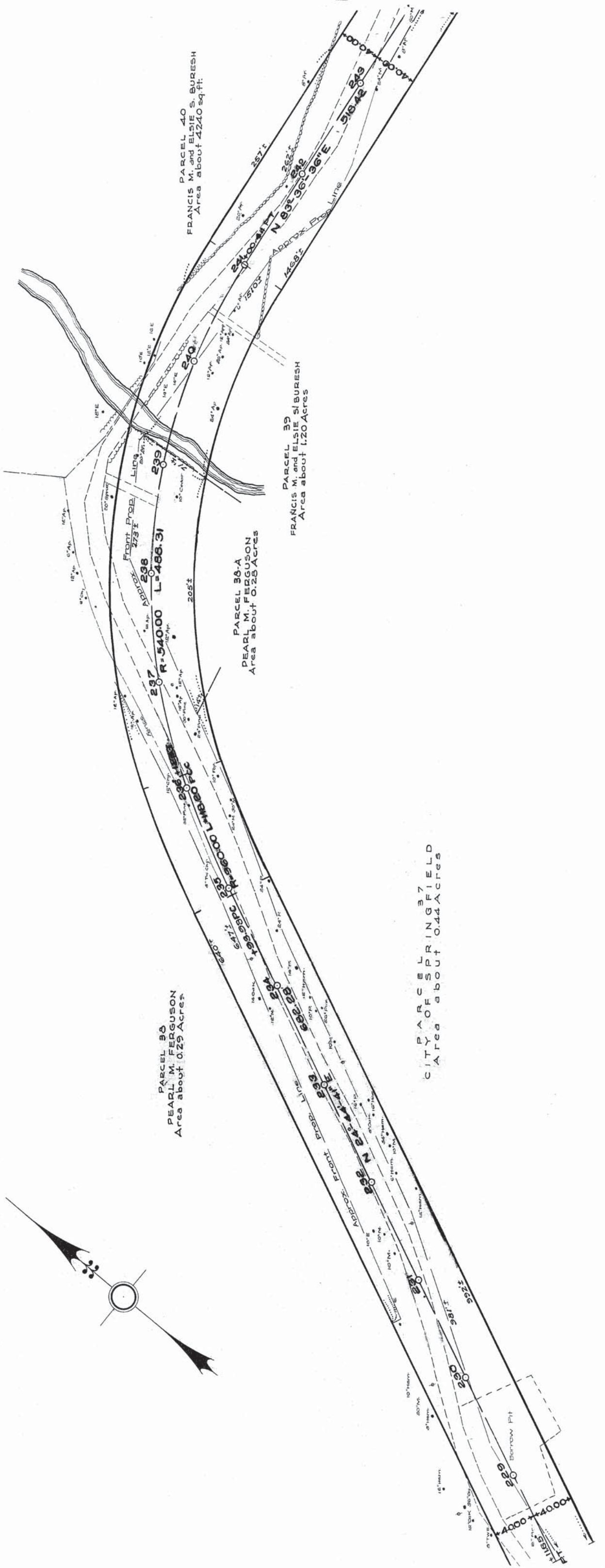










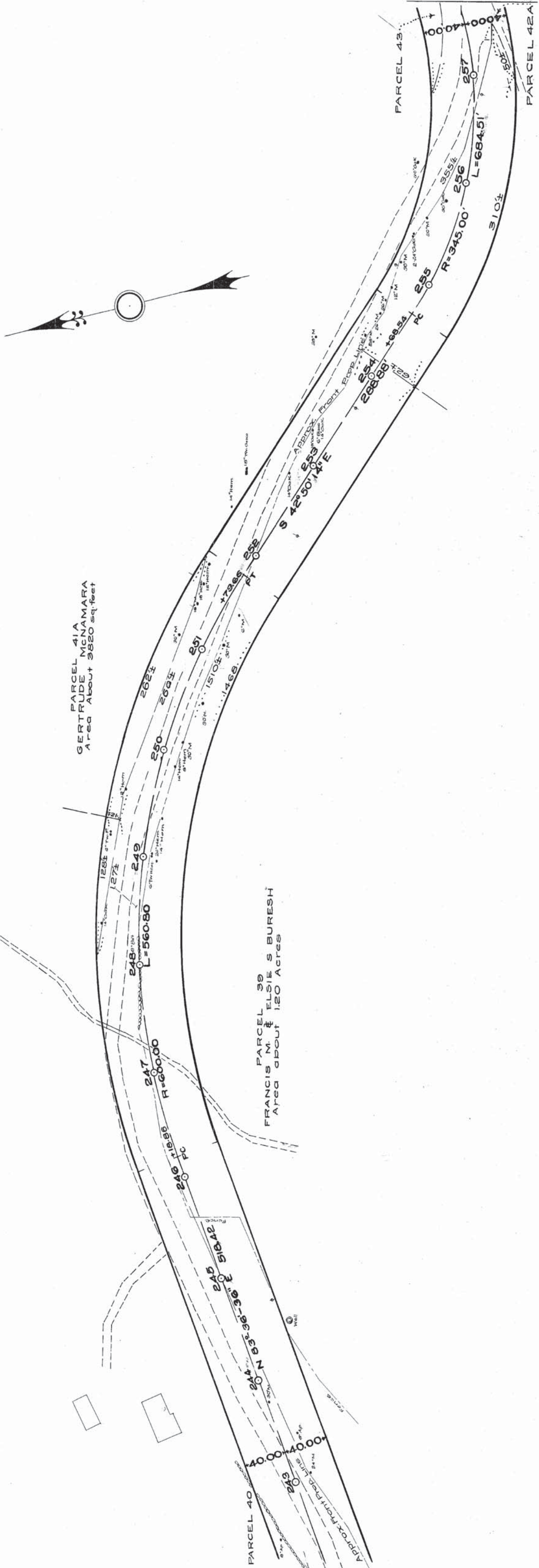


PARCEL 41  
FRANCIS M. & ELSIE S. BURESH  
Area about 1390 sq. feet

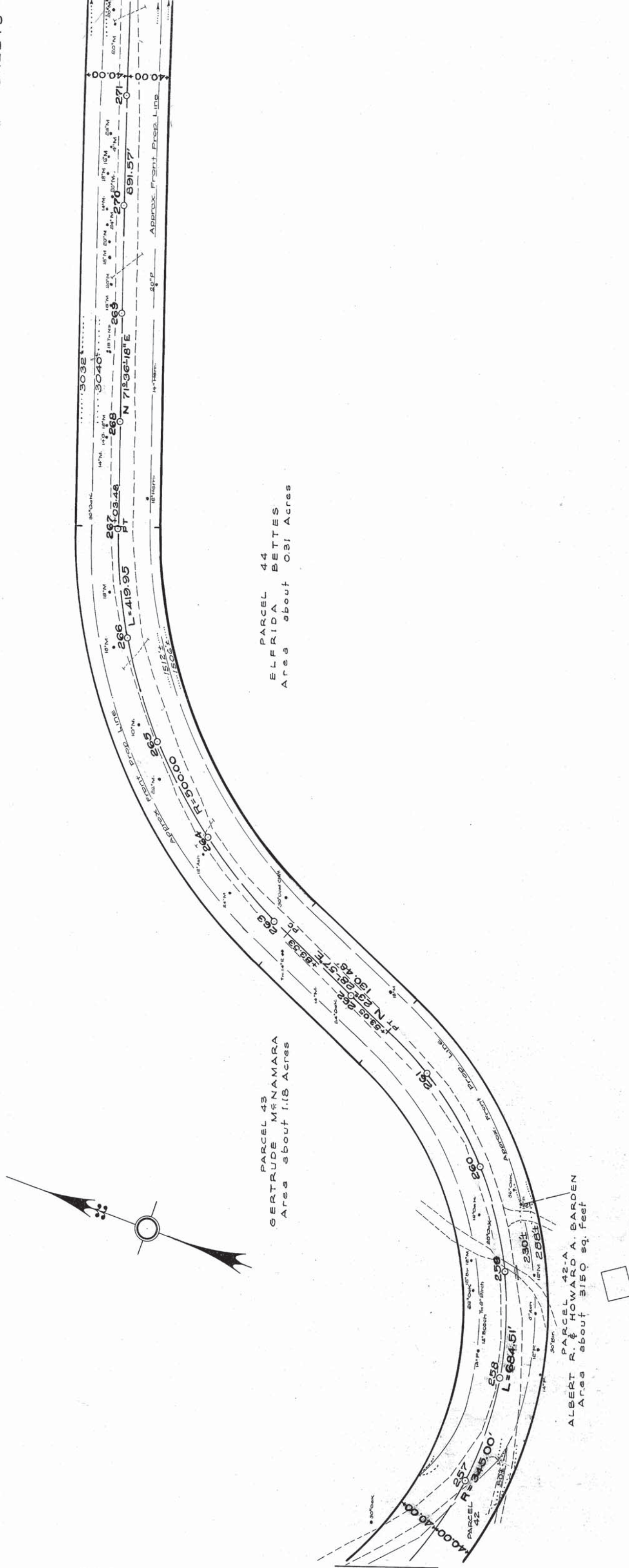
PARCEL 41A  
GERTRUDE MCNAMARA  
Area About 3820 sq. feet

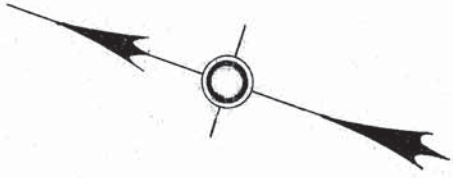
PARCEL 39  
FRANCIS M. & ELSIE S. BURESH  
Area about 120 Acres

PARCEL 42  
WILLIAM F. & MARJORIE S. HAWLEY  
Area about 0.42 Acres

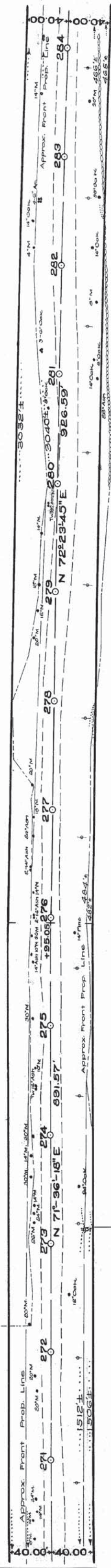








PARCEL 43  
GERTRUDE MENAMARA  
Area about 1.18 Acres

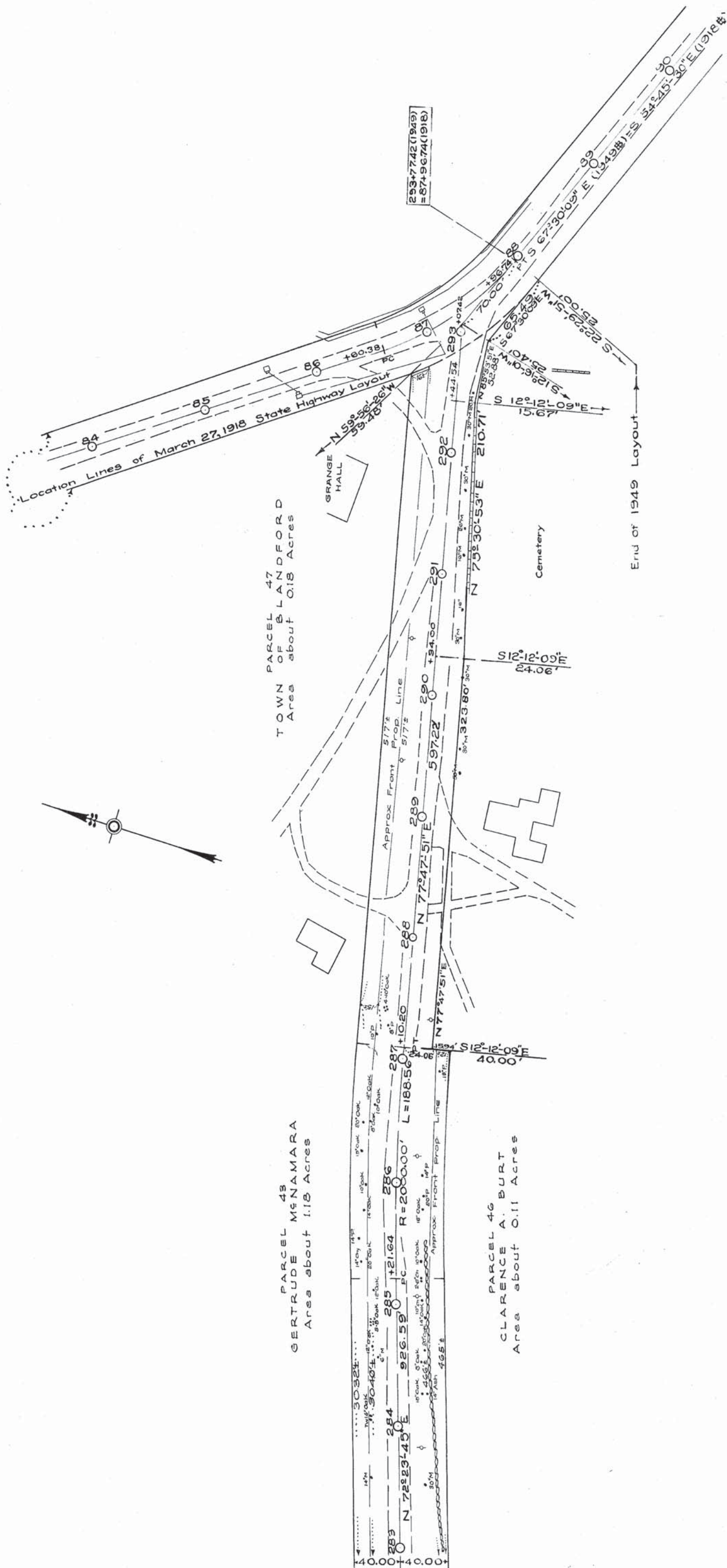


PARCEL 44  
ELFRIDA BETTES  
Area about 0.31 Acres

PARCEL 45  
EDMUND M. RUBY  
Area about 2180 sq.ft.

PARCEL 46  
CLARENCE A. BURT  
Area about 0.11 Acres







*The Commonwealth of Massachusetts*

*Department of Public Works*

*100 Nashua Street, Boston 14*

December 8, 1949.

Mr. Lewis A. Twitchell,  
Clerk, Hampden County Commissioners  
Court House,  
Springfield, Massachusetts.

Dear Sir:

A certified copy of a plan and location bearing thereon a certificate dated December 6, 1949, purporting to be signed by the Commissioners of the Department of Public Works, or a majority thereof, attesting that the said Department of Public Works has laid out and taken charge of as a State highway a new or existing way in Blandford, as shown on said plan, is sent under separate cover, for filing in your office according to the law.

An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said new or existing way as a State highway is enclosed for filing in your office.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

A handwritten signature in cursive script, appearing to read "Mary E. McManis".

Secretary

C:g  
Enc.

Registered Mail



THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---00000---

Layout No. 3672  
and Order of Taking

The Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, after public notice and a hearing of all parties interested on December 6, 1949, as required by Chapter 218 of the Acts of 1937, hereby adjudges that public necessity and convenience require that the Commonwealth should lay out and take charge of as a State highway a road in the town of BLANDFORD, county of Hampden. The layout consists of establishing a location for a State highway on Otis Stage Road (Route 17), so called, from the easterly end of the March 19, 1935 State highway layout thereon to a point on the southwesterly side of the March 27, 1918 State highway layout near the Grange Hall, a distance of about 5.5 miles.

The section of State highway hereby laid out is more fully described as follows:

The base line of location of the section of State highway hereby laid out begins at the point of ending of the base line of the aforesaid March 19, 1935 State highway layout, said point being shown on plan as station 3+75.86, and extends thence north  $83^{\circ} 10' 25''$  east 35.20 feet; thence by a curve to the left of 1600.00 feet radius 148.16 feet; thence north  $77^{\circ} 52' 05''$  east 118.25 feet; thence by a curve to the right of 500.00 feet radius 25.55 feet; thence south  $67^{\circ} 20' 51''$  east 1153.60 feet; thence by a curve to the left of 2000.00 feet radius 209.63 feet; thence south  $73^{\circ} 21' 11''$  east 151.14 feet; thence by a curve to the right of 500.00 feet radius 251.50 feet; thence south  $44^{\circ} 32' 01''$  east 462.94 feet; thence by a curve to the left of 640.00 feet radius 932.48 feet; thence north  $51^{\circ} 59' 11''$  east 195.27 feet; thence by a curve to the right of 1000.00 feet radius 301.55 feet; thence north  $69^{\circ} 15' 51''$  east 342.35 feet; thence by a curve to the right of 800.00 feet radius 276.69 feet; thence north  $89^{\circ} 04' 49''$  east 203.82 feet; thence by a curve to the left of 800.00 feet radius 190.86 feet; thence north  $75^{\circ} 24' 39''$  east 163.50 feet; thence by a curve to the right of 2500.00 feet radius 692.31 feet; thence south  $88^{\circ} 43' 21''$  east 1451.72 feet; thence by a curve to the



right of 2500.00 feet radius 242.62 feet; thence south  $83^{\circ} 09' 43''$  east 655.65 feet; thence by a curve to the right of 900.00 feet radius 255.72 feet; thence south  $66^{\circ} 52' 56''$  east 75.35 feet; thence by a curve to the left of 400.00 feet radius 382.29 feet; thence north  $58^{\circ} 21' 34''$  east 81.21 feet; thence by a curve to the right of 400.00 feet radius 219.70 feet; thence north  $89^{\circ} 49' 44''$  east 118.23 feet; thence by a curve to the right of 800.00 feet radius 201.16 feet; thence south  $75^{\circ} 45' 50''$  east 96.99 feet; thence by a curve to the left of 800.00 feet radius 270.66 feet; thence north  $84^{\circ} 51' 06''$  east 113.12 feet; thence by a curve to the left of 410.00 feet radius 481.34 feet; thence by a curve to the right of 400.00 feet radius 265.77 feet; thence by a curve to the right of 720.00 feet radius 520.90 feet; thence south  $82^{\circ} 53' 37''$  east 131.47 feet; thence by a curve to the left of 1000.00 feet radius 140.19 feet; thence north  $89^{\circ} 04' 27''$  east 142.75 feet; thence by a curve to the right of 1085.89 feet radius 264.13 feet; thence by a curve to the left of 1046.88 feet radius 462.28 feet; thence by a curve to the right of 1250.00 feet radius 223.25 feet; thence north  $87^{\circ} 56' 34''$  east 67.06 feet; thence by a curve to the right of 1200.00 feet radius 247.45 feet; thence south  $80^{\circ} 14' 30''$  east 48.38 feet; thence by a curve to the left of 1600.00 feet radius 368.56 feet; thence north  $86^{\circ} 33' 36''$  east 145.17 feet; thence by a curve to the right of 500.00 feet radius 163.72 feet; thence south  $74^{\circ} 40' 47''$  east 107.20 feet; thence by a curve to the left of 400.00 feet radius 418.20 feet; thence north  $45^{\circ} 25' 02''$  east 149.28 feet; thence by a curve to the right of 640.00 feet radius 280.10 feet; thence north  $70^{\circ} 29' 36''$  east 741.29 feet; thence by a curve to the right of 1200.00 feet radius 538.59 feet; thence south  $83^{\circ} 47' 28''$  east 563.27 feet; thence by a curve to the left of 1600.00 feet radius 232.35 feet; thence north  $87^{\circ} 53' 18''$  east 378.80 feet; thence by a curve to the right of 320.00 feet radius 278.44 feet; thence south  $42^{\circ} 15' 24''$  east 88.42 feet; thence by a curve to the left of 600.00 feet radius 208.92 feet; thence south  $62^{\circ} 12' 24''$  east 131.98 feet; thence by a curve to the left of 600.00 feet radius 487.30 feet; thence north  $71^{\circ} 15' 36''$  east 557.48 feet; thence by a curve to the left of 1600.00 feet radius 407.90 feet; thence north  $56^{\circ} 39' 11''$  east 193.71 feet; thence by a curve to the right of 744.85 feet radius 218.42 feet; thence north  $73^{\circ} 27' 17''$  east 119.56 feet; thence by a curve to the left of 2000.00 feet radius 209.13 feet; thence north  $67^{\circ} 27' 48''$  east 148.83 feet; thence by a curve to the right of 693.43 feet radius 618.69 feet; thence by a curve to the left of 1070.52 feet radius 441.22 feet; thence south  $85^{\circ} 01' 50''$  east 46.45 feet; thence by a curve to the right of 800.00 feet radius 206.66 feet; thence south  $70^{\circ} 13' 47''$  east 173.98 feet; thence by a curve to the left of 350.00 feet radius 519.39 feet; thence north  $24^{\circ} 44' 41''$  east 682.28 feet; thence by a curve to the right of 960.00 feet radius 118.20 feet; thence by a curve to the right of 540.00 feet radius 488.31 feet; thence north  $83^{\circ} 36' 36''$  east 518.42 feet; thence by a curve to the right of 600.00 feet radius 560.80 feet; thence south  $42^{\circ} 50' 14''$  east 288.88 feet; thence by a curve to the left of 345.00 feet radius 684.51 feet; thence north  $23^{\circ} 28' 57''$  east 130.48 feet; thence by a curve to the right of 500.00 feet radius 419.95 feet; thence north  $71^{\circ} 36' 18''$  east 891.57 feet; thence north  $72^{\circ} 23' 45''$  east 926.59 feet; thence by a curve to the right of 2000.00



feet radius 188.56 feet; thence north  $77^{\circ} 47' 51''$  east 597.22 feet; thence south  $67^{\circ} 30' 09''$  east 70.00 feet to a point at the end of the layout, said point being shown on plan as station 293+77.42 and being identical with the point shown on plan of the aforesaid 1918 State highway layout as station 87+96.74 of the base line thereof.

Note: The last described bearing (south  $67^{\circ} 30' 09''$  east) would be south  $54^{\circ} 45' 30''$  east if referred to the system of bearings used in the aforesaid 1918 State highway layout.

The total length of State highway hereby laid out is 29,001.56 feet.

The northerly line of location of the section of State highway hereby laid out begins at a point marking the easterly end of the northerly location line of the aforesaid March 19, 1935 State highway layout, said point bearing north  $6^{\circ} 49' 35''$  west and being 30.00 feet distant from the point of beginning of the aforesaid base line shown on plan as station 3+75.86, and extends thence north  $6^{\circ} 49' 35''$  west 10.00 feet to a point bearing north  $6^{\circ} 49' 35''$  west and 40.00 feet distant from said station 3+75.86; thence parallel to the aforesaid base line and 40.00 feet distant therefrom to a point bearing north  $5^{\circ} 15' 37''$  east and 40.00 feet distant from station 8+29.84 of said base line; thence south  $5^{\circ} 15' 37''$  west 10.00 feet to a point bearing north  $5^{\circ} 15' 37''$  east and 30.00 feet distant from said station 8+29.84; thence parallel to said base line and 30.00 feet distant therefrom to a point bearing north  $22^{\circ} 39' 09''$  east and 30.00 feet distant from station 9+81.61 of said base line; thence north  $22^{\circ} 39' 09''$  east 10.00 feet to a point bearing north  $22^{\circ} 39' 09''$  east and 40.00 feet distant from said station 9+81.61; thence parallel to said base line and 40.00 feet distant therefrom to a point bearing north  $45^{\circ} 27' 59''$  east and 40.00 feet distant from station 31+96.33 of said base line; thence by a curve to the left of 600.00 feet radius 874.20 feet to a point bearing north  $39^{\circ} 42' 39''$  west and 54.02 feet distant from station 41+42.90 of said base line; thence north  $51^{\circ} 59' 11''$  east 58.70 feet to a point bearing north  $38^{\circ} 00' 49''$  west and 54.00 feet distant from station 42 of said base line; thence south  $38^{\circ} 00' 49''$  east 29.00 feet to a point bearing north  $38^{\circ} 00' 49''$  west and 25.00 feet distant from said station 42; thence north  $51^{\circ} 59' 11''$  east 175.94 feet to a point bearing north  $35^{\circ} 54' 12''$  west and 25.70 feet distant from station 43+75.00 of said base line; thence north  $35^{\circ} 54' 12''$  west 25.64 feet to a point bearing north  $35^{\circ} 54' 12''$  west and 51.34 feet distant from said station 43+75.00; thence northeasterly by a curve to the right of 1040.00 feet radius 229.80 feet to a point bearing north  $20^{\circ} 44' 09''$  west and 41.11 feet distant from station 45+92.56 of said base line; thence north  $69^{\circ} 15' 51''$  east 389.49 feet to a point bearing north  $20^{\circ} 44' 09''$  west and 40.00 feet distant from station 49+82.07 of said base line; thence parallel to said base line and 40.00 feet distant therefrom to a point bearing north  $3^{\circ} 31' 06''$  east and 40.00 feet distant from station 63 of said base line; thence south  $3^{\circ} 31' 06''$  west 13.00 feet to a point bearing north  $3^{\circ} 31' 06''$  east and 27.00 feet distant from said station 63; thence parallel to said base line and 27.00 feet distant therefrom to a point bearing north  $1^{\circ} 16' 39''$  east and 27.00 feet distant from station 65+09.25 of said base line; thence north  $1^{\circ} 16' 39''$



east 13.00 feet to a point bearing north  $1^{\circ} 16' 39''$  east and 40.00 feet distant from said station 65+09.25; thence parallel to said base line and 40.00 feet distant therefrom to a point bearing north  $22^{\circ} 32' 12''$  west and 40.00 feet distant from station 208+05.26 of said base line; thence by a curve to the right of 720.00 feet radius 642.40 feet to a point bearing north  $11^{\circ} 57' 15''$  east and 36.53 feet distant from station 214+23.95 of said base line; thence by a curve to the left of 1025.83 feet radius 422.80 feet to a point bearing north  $13^{\circ} 37' 57''$  west and 42.21 feet distant from station 218+65.17 of said base line; thence south  $85^{\circ} 01' 50''$  east 59.91 feet to a point bearing north  $4^{\circ} 58' 10''$  east and 40.00 feet distant from station 219+11.62 of said base line; thence parallel to said base line and 40.00 feet distant therefrom to a point at the end of the layout, on the southwesterly location line of the aforesaid March 27, 1918 State highway layout, said point bearing north  $59^{\circ} 56' 26''$  west and being 59.48 feet distant from station 293+07.42 of said base line.

The southerly line of location of the section of State highway hereby laid out begins at a point marking the easterly end of the southerly location line of the aforesaid March 19, 1935 State highway layout, said point bearing south  $6^{\circ} 49' 35''$  east and being 30.00 feet distant from the point of beginning of the aforesaid base line shown on plan as station 3+75.86, and extends thence south  $6^{\circ} 49' 35''$  east 10.00 feet to a point bearing south  $6^{\circ} 49' 35''$  east and 40.00 feet distant from said station 3+75.86; thence parallel to said base line and 40.00 feet distant therefrom to a point bearing south  $45^{\circ} 27' 59''$  west and 40.00 feet distant from station 31+96.33 of said base line; thence by a curve to the left of 680.00 feet radius 990.76 feet to a point bearing south  $34^{\circ} 29' 32''$  east and 26.05 feet distant from station 41+42.90 of said base line; thence north  $51^{\circ} 59' 11''$  east 151.86 feet to a point bearing south  $38^{\circ} 00' 49''$  east and 26.00 feet distant from station 42+93.16 of said base line; thence by a curve to the right of 960.00 feet radius 289.49 feet to a point bearing south  $20^{\circ} 44' 09''$  east and 38.89 feet distant from station 45+92.56 of said base line; thence north  $69^{\circ} 15' 51''$  east 389.49 feet to a point bearing south  $20^{\circ} 44' 09''$  east and 40.00 feet distant from station 49+82.07 of said base line; thence parallel to said base line and 40.00 feet distant therefrom to a point bearing south  $47^{\circ} 44' 36''$  west and 40.00 feet distant from station 181+22.03 of said base line; thence north  $47^{\circ} 44' 36''$  east 15.00 feet to a point bearing south  $47^{\circ} 44' 36''$  west and 25.00 feet distant from said station 181+22.03; thence parallel to said base line and 25.00 feet distant therefrom to a point bearing south  $27^{\circ} 47' 36''$  west and 25.00 feet distant from station 184+62.93 of said base line; thence south  $62^{\circ} 51' 00''$  east 144.95 feet to a point bearing south  $14^{\circ} 42' 15''$  west and 40.00 feet distant from station 186 of said base line; thence parallel to said base line and 40.00 feet distant therefrom to a point bearing south  $22^{\circ} 32' 12''$  east and 40.00 feet distant from station 208+05.26 of said base line; thence by a curve to the right of 640.00 feet radius 571.02 feet to a point bearing south  $41^{\circ} 39' 44''$  west and 46.20 feet distant from station 214+23.95 of said base line; thence south  $73^{\circ} 13' 24''$  east 452.55 feet to a point bearing south  $23^{\circ} 34' 17''$  west and 42.21 feet distant from station 218+65.17 of said base line; thence south  $85^{\circ} 01' 50''$  east 59.91 feet to a point bearing south  $4^{\circ} 58' 10''$  west and 40.00



feet distant from station 219+11.62 of said base line; thence parallel to said base line and 40.00 feet distant therefrom to a point bearing south  $12^{\circ} 12' 09''$  east and 40.00 feet distant from station 287+10.20 of said base line; thence north  $12^{\circ} 12' 09''$  west 15.94 feet to a point bearing south  $12^{\circ} 12' 09''$  east and 24.06 feet distant from said station 287+10.20; thence north  $77^{\circ} 47' 51''$  east 323.80 feet to a point bearing south  $12^{\circ} 12' 09''$  east and 24.06 feet distant from station 290+34.00 of said base line; thence north  $75^{\circ} 30' 53''$  east 210.71 feet to a point bearing south  $12^{\circ} 12' 09''$  east and 15.67 feet distant from station 292+44.54 of said base line; thence north  $85^{\circ} 53' 51''$  east 52.88 feet to a point bearing south  $12^{\circ} 16' 01''$  west and 25.40 feet distant from station 293+07.42 of said base line; thence south  $67^{\circ} 30' 09''$  east 65.49 feet to a point at the end of the layout on the southwesterly location line of the aforesaid March 27, 1918 State highway layout, said point bearing south  $22^{\circ} 29' 51''$  west and being 25.00 feet distant from the point of ending of the base line hereinbefore described shown on plan as station 293+77.42.

The side lines of location of the section of State highway hereby laid out are further defined by bounds set at angle points and points of curvature, and at the beginning and end of the layout, and at intermediate points on the northerly and southerly location lines opposite stations 15+50 and 72 of the base line hereinbefore described.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws, all of the land outside of the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees and structures located thereon, situated in the town of Blandford, county of Hampden, all of said land being taken in fee simple, the supposed owners thereof being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas and electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public streets and ways in the town of Blandford which are included in the foregoing description.

The State highway hereby laid out and the aforesaid takings are shown on a plan drawn by P. H. Kitfield, Chief Engineer, signed by the Department of Public Works, and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the town of Blandford Hampden County Laid out as a State Highway by the Department of Public Works December 6, 1949. Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds of Hampden County, at Springfield.

For damages sustained by persons in their property by reason of the aforesaid takings the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
1	Charles H. Foster	380 sq. ft.	\$1.00



<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
2	Ida E. Hall	0.19 acres	\$1.00
3	Frank Babb	1.24 acres	1.00
4	Frank Babb	0.45 acres	1.00
5	Frank Babb	0.57 acres	1.00
6	Frank Babb	0.16 acres	1.00
7	Frank Babb	0.15 acres	1.00
8	Estate of Patrick J. Lane	0.44 acres	1.00
9	Estate of Patrick J. Lane	0.11 acres	1.00
10	Raymond E. and Julia H. Snow	580 sq. ft.	1.00
11	Raymond E. and Julia H. Snow	2,630 sq. ft.	1.00
12	Raymond E. and Julia H. Snow	2,190 sq. ft.	1.00
13	Raymond E. and Julia H. Snow	0.11 acres	1.00
14	Adam Zalucki	0.19 acres	1.00
15	Adam Zalucki	1.31 acres	1.00
16	Adam Zalucki	0.66 acres	1.00
17	Raymond E. and Julia H. Snow	0.24 acres	1.00
18	Estate of John R. Lloyd	0.60 acres	1.00
19	City of Springfield	0.60 acres	1.00
20	Estate of John R. Lloyd	0.61 acres	1.00
21	City of Springfield	0.58 acres	1.00
22	City of Springfield	0.96 acres	1.00
23	City of Springfield	0.38 acres	1.00
24	Clarence A. and Doris E. Stubbs	1,750 sq. ft.	1.00
25	John A. Briggs, Trustee	0.18 acres	1.00
26	Martin S. and Mary B. Payne	660 sq. ft.	1.00
26A	City of Springfield	66 sq. ft.	1.00
27	Lola Kaiser	2.21 acres	1.00
28	Lola Kaiser	2,510 sq. ft.	1.00



<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
29	Norman Q. Wyman	0.38 acres	\$1.00
30	Ray D. Cowell and Myrtle J. Allen	0.27 acres	1.00
31	Josephine S. Demoracski	1,030 sq. ft.	1.00
32	Josephine S. Demoracski	1,550 sq. ft.	1.00
33	Josephine S. Demoracski	110 sq. ft.	1.00
34	Josephine S. Demoracski	0.29 acres	1.00
35	Ernest Perkins	2,500 sq. ft.	1.00
36	City of Springfield	0.24 acres	1.00
37	City of Springfield	0.44 acres	1.00
38	Pearl M. Ferguson	0.29 acres	1.00
38A	Pearl M. Ferguson	0.28 acres	1.00
39	Francis M. and Elsie S. Buresh	1.20 acres	1.00
40	Francis M. and Elsie S. Buresh	4,240 sq. ft.	1.00
41	Francis M. and Elsie S. Buresh	1,390 sq. ft.	1.00
41A	Gertrude McNamara	3,820 sq. ft.	1.00
42	William F. and Marjorie S. Hawley	0.42 acres	1.00
42A	Albert R. and Howard A. Barden	3,150 sq. ft.	1.00
43	Gertrude McNamara	1.18 acres	1.00
44	Elfrida Bettles	0.31 acres	1.00
45	Edmund M. Ruby	2,180 sq. ft.	1.00
46	Clarence A. Part	0.11 acres	1.00
47	Town of Blandford	0.18 acres	1.00

All names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners and/or occupants of land taken as aforesaid are hereby required to remove all personal property from the premises on or before the twentieth day of January, 1950 (unless otherwise agreed upon).



It is therefore

Voted, That said new or existing way, as described herein and as described and shown on said plan be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the Clerk of the Town in which said way is located, certified copies of said plan and certificate, signed by at least a majority of the members of the Department of Public Works, attesting that the Department of Public Works has laid out and taken charge of said way in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this sixth day of December, 1949.

<u>Wm. F. Callahan</u>	} Department  of  Public Works
<u>B. H. Grout</u>	
<u>                    </u>	

A TRUE COPY-ATTEST

May E. McNamee  
SECRETARY  
DEPARTMENT OF PUBLIC WORKS  
COMMONWEALTH OF MASSACHUSETTS



V. Dandekar

1

Filed-December 9, 1949

1956

Blandford



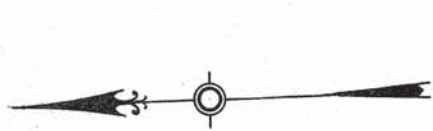
STATE LAYOUT PLAN #4013  
Route 23, General Knox Trail, relocation of 1949 layout,  
Blair Pond to North St.

INDEXING

STATE LAYOUT PLAN #4013

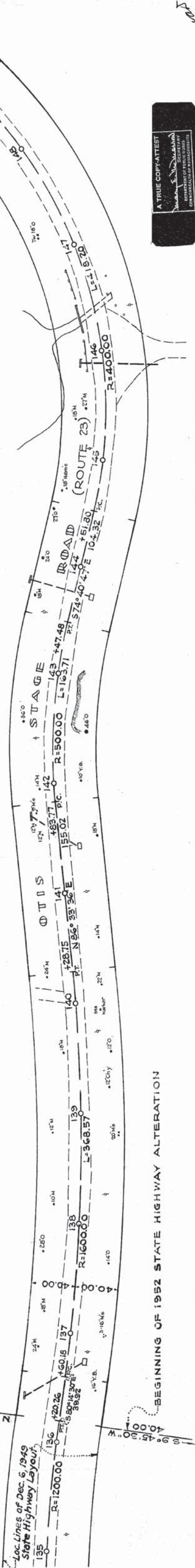
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- Image Info SH51016 Blair Pond
- Image Info SH51016 North Street
- Image Info SH51016 Otis Stage Road
- Image Info SH51016 Route 23





Loc. Lines of Dec. 6, 1949  
State Highway Layout

BLAIR POND



BEGINNING OF 1952 STATE HIGHWAY ALTERATION

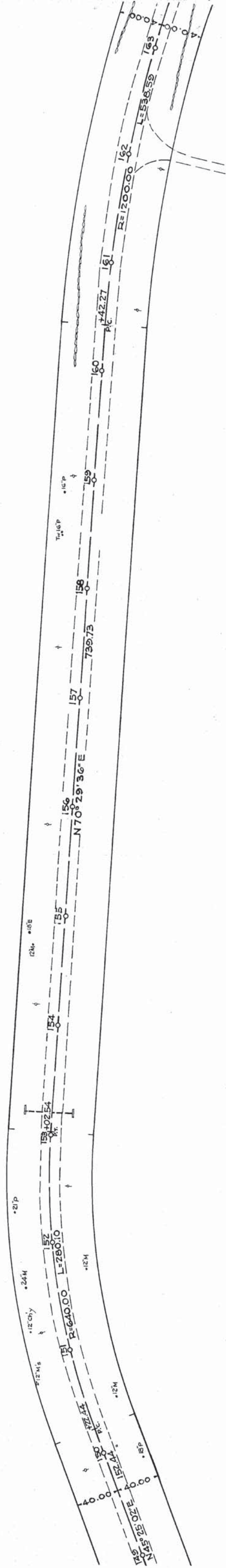
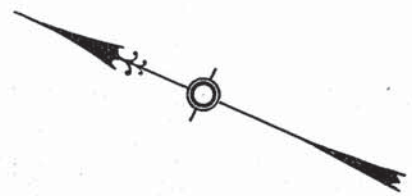


This certifies that the location of the highway has been altered as shown on this plan and that said highway is hereby established as a State Highway by the Department of Public Works on Nov. 18, 1952 in accordance with Chapter 81 of the General Laws.

*William T. Cavanaugh*  
*Benjamin J. Hunt*  
*John A. Matarazzo*  
Department of Public Works

The Commonwealth of Massachusetts  
PLAN OF ROAD  
in the Town of  
**BLANDFORD**  
HAMPSHIRE COUNTY  
Altered and laid out as a State Highway by the  
Department of Public Works  
NOVEMBER 18, 1952  
Scale: 40 feet to the inch  
*John A. Matarazzo*  
Chief Engineer

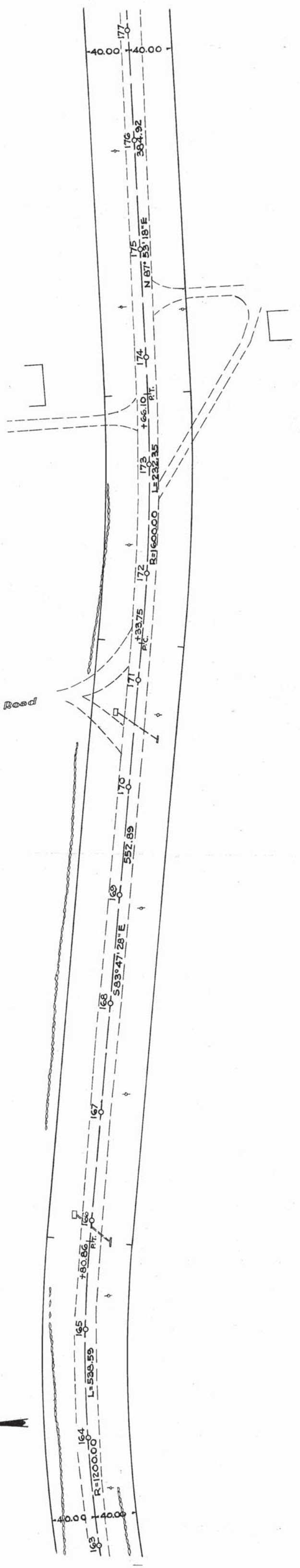
NOTE:- THE ALTERATION CONSISTS OF  
RE-ESTABLISHING THE LOCATION OF THE  
DEC. 6, 1949 STATE HIGHWAY LAYOUT IN  
ACCORDANCE WITH CORRECTED SURVEY DATA.  
NO ADDITIONAL LAND TAKINGS ARE RECOGNIZED.

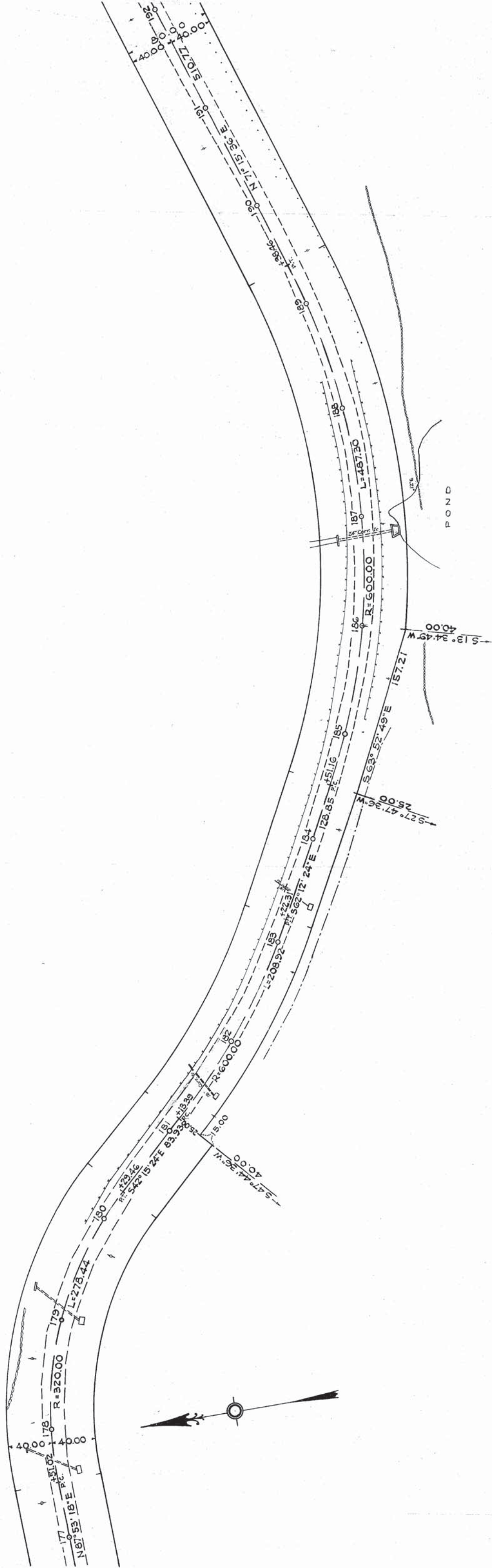




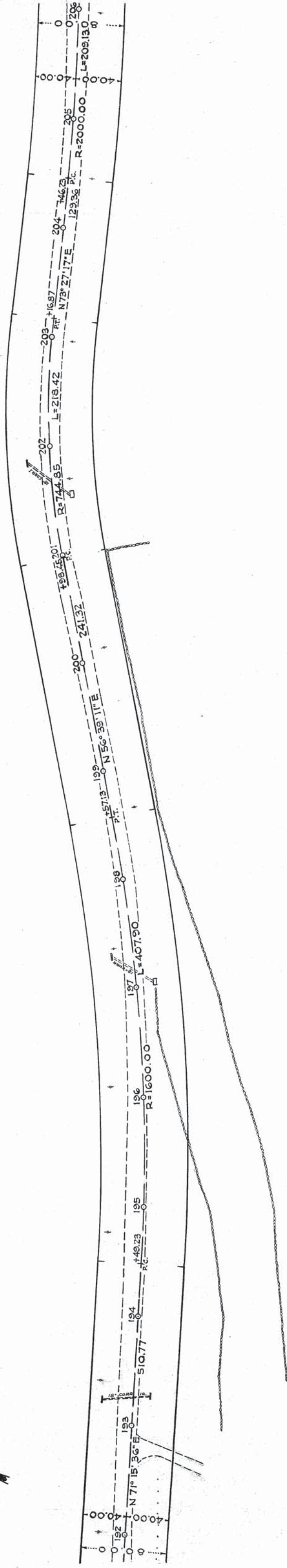
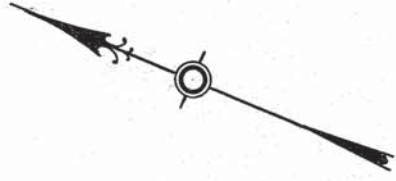


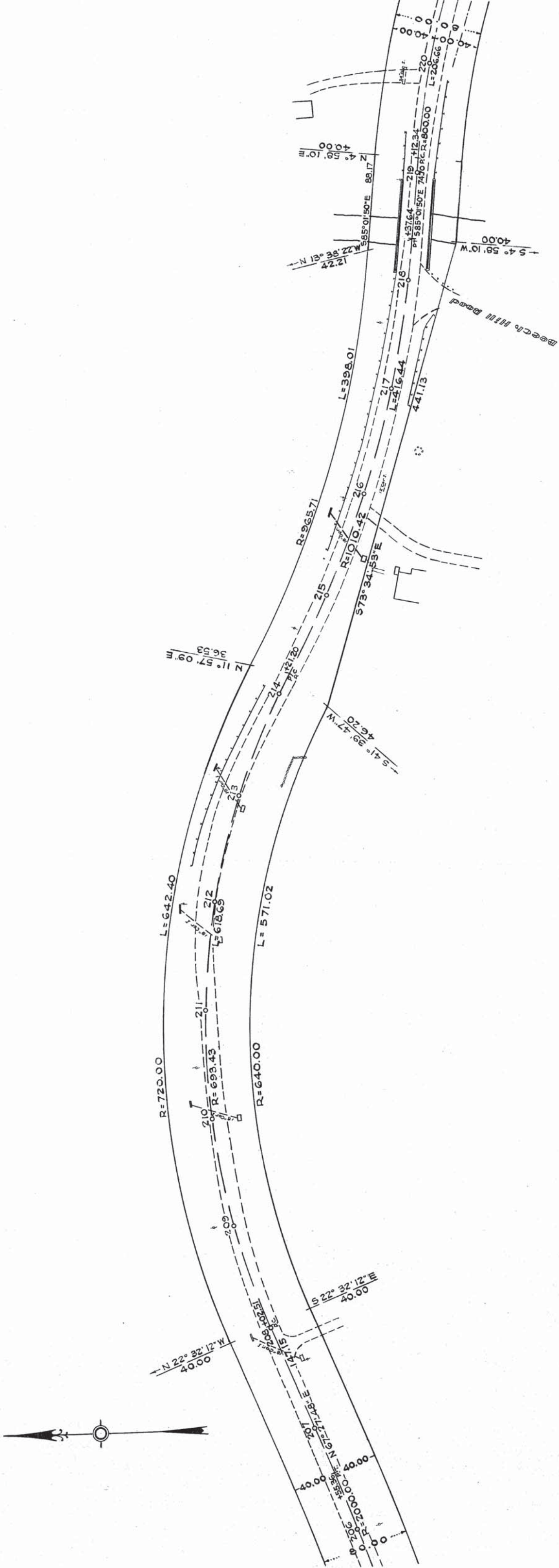
Blair Road



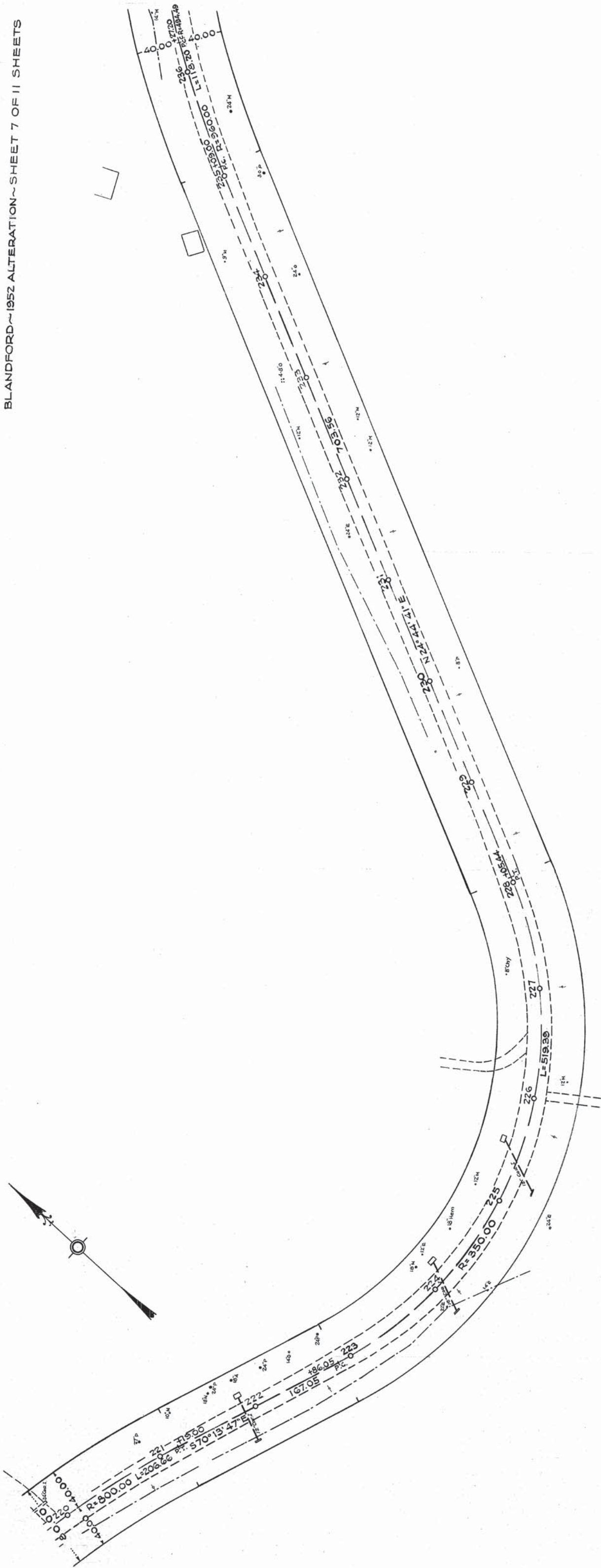












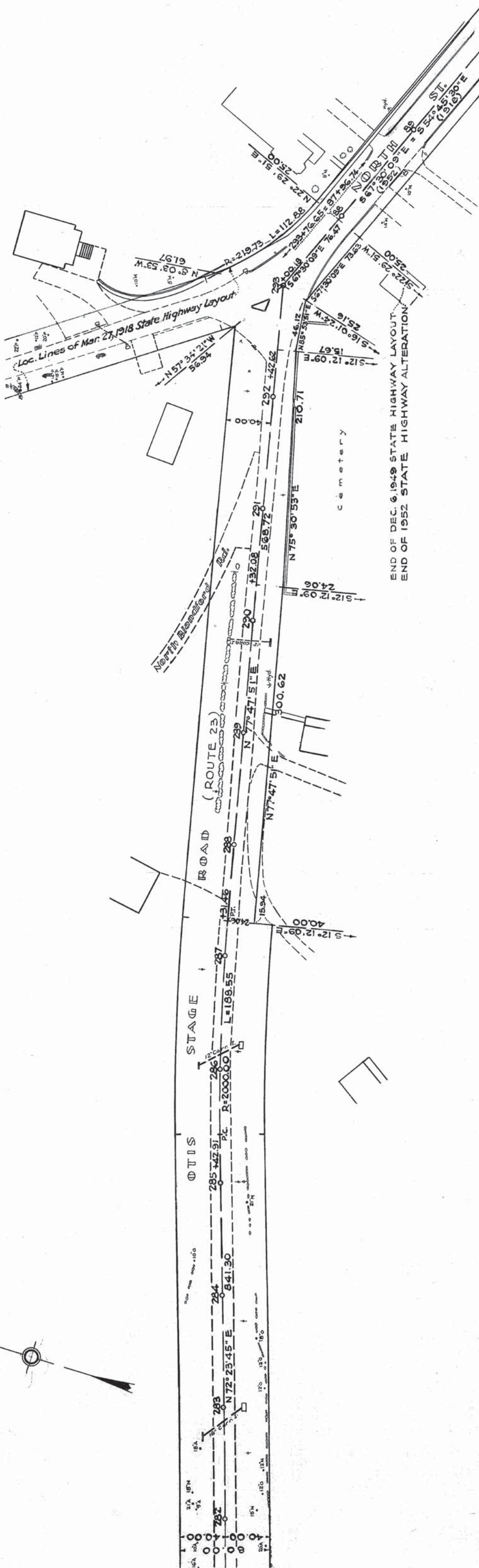
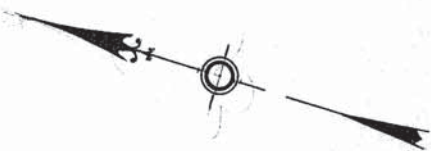














*The Commonwealth of Massachusetts*  
*Department of Public Works*

*100 Nashua Street, Boston 14*

Blandford

December 1, 1952.

Mr. Lewis A. Twitchell,  
Clerk, Hampden County Commissioners,  
Court House, Springfield, Mass.

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of November 18, 1952, alter the location of a section of State highway laid out in Blandford in the year 1949.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway as altered in accordance with said plan, are sent you ~~herewith~~ under separate cover - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

*May E. McMorris*  
Secretary.

Registered Mail.

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THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

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Layout No. 4013

WHEREAS, the Massachusetts Department of Public Works, acting for the Commonwealth of Massachusetts, did, on December 6, 1949, lay out as State highway a section of road in the Town of BLANDFORD, County of Hampden, known as the Otis Stage Road (Route 23), as shown on plans of said State highway on file in the office of the Department of Public Works, copies of which plans have been filed in the office of the County Commissioners of said County of Hampden, at Springfield, and in the office of the Town Clerk of said Town of Blandford; and

WHEREAS, it now appears that, due to errata in the survey therefor, a certain portion of the data for said layout, when run out on the ground by survey, does not conform to the intended location therefor;

NOW, THEREFORE, we, William F. Gallahan, Commissioner, and Benjamin H. Crout and Francis V. Matera, Associate Commissioners of said Department, in order to correct said errata and obtain said intended location, do hereby alter that portion of said layout extending between station 136+20.26 and the point of ending of the base line thereof; the State highway location as hereby altered and laid out being described as follows:



The northerly line of location of the section of State highway hereby altered and laid out begins at a point on the northerly location line of said 1949 layout bearing north  $9^{\circ} 45' 30''$  east and 40.00 feet distant from the point of beginning of the above described base line shown on plan as station 136+20.26 and extends thence parallel to said base line and 40.00 feet distant therefrom to a point bearing north  $22^{\circ} 32' 12''$  west and 40.00 feet distant from station 208+02.51; thence by a curve to the right of 720.00 feet radius 642.40 feet to a point bearing north  $11^{\circ} 57' 09''$  east and 36.53 feet distant from station 214+21.20 of said base line; thence by a curve to the left of 965.71 feet radius 398.01 feet to a point bearing north  $13^{\circ} 38' 22''$  west and 42.21 feet distant from station 218+37.64 of said base line; thence south  $85^{\circ} 01' 50''$  east 88.17 feet to a point bearing north  $4^{\circ} 58' 10''$  east and 40.00 feet distant from station 219+12.34 of said base line; thence parallel to said base line and 40.00 feet distant therefrom to a point on the southwesterly location line of the aforesaid 1918 layout, bearing north  $57^{\circ} 34' 21''$  west and 56.94 feet distant from station 293+00.18.

Then beginning again at a point on the northeasterly location line of said 1918 layout, bearing north  $8^{\circ} 03' 53''$  west and 61.97 feet distant from said station 293+00.18 of the above described base line, and extending thence following said 1918 location line as hereby re-established southeasterly by a curve to the left, as shown on plan of 219.73 feet radius 112.88 feet to a point at the end of the alteration, bearing north  $22^{\circ} 29' 51''$  east and 25.00 feet distant from the point of ending of said base line shown on plan as station 293+76.65.

The southerly line of location of the section of State highway hereby altered and laid out begins at a point on the southerly location line of the aforesaid 1949 layout, bearing south  $9^{\circ} 45' 30''$  west and 40.00 feet distant from the point of beginning of the above described base line shown on plan as station 136+20.26, and extends thence parallel to said base line and 40.00 feet distant therefrom to a point bearing south  $47^{\circ} 44' 36''$  west and 40.00 feet distant from station 181+13.39; thence north  $47^{\circ} 44' 36''$  east 15.00 feet to a point bearing south  $47^{\circ} 44' 36''$  west and 25.00 feet distant from said station 181+13.39; thence parallel to said base line and 25.00 feet distant therefrom to a point bearing south  $27^{\circ} 47' 36''$  west and 25.00 feet distant from station 184+51.16; thence south  $63^{\circ} 52' 49''$  east 157.21 feet to a point bearing south  $13^{\circ} 34' 49''$  west and 40.00 feet distant from station 186+00 of the aforesaid base line; thence parallel to said base line and 40.00 feet distant therefrom to a point bearing south  $22^{\circ} 32' 12''$  east and 40.00 feet distant from station 208+02.51; thence by a curve to the right of 640.00 feet radius 571.02 feet to a point bearing south  $41^{\circ} 39' 47''$  west and 46.20 feet distant from station 214+21.20 of the above described base line; thence south  $73^{\circ} 34' 53''$  east 441.13 feet to a point bearing south  $4^{\circ} 58' 10''$  west and 40.00 feet distant from station 218+37.64 of said base line; thence



parallel to said base line and 40.00 feet distant therefrom to a point bearing south  $12^{\circ} 12' 09''$  east and 40.00 feet distant from station 287+31.46; thence north  $12^{\circ} 12' 09''$  west 15.94 feet to a point bearing south  $12^{\circ} 12' 09''$  east and 24.06 feet distant from said station 287+31.46; thence north  $77^{\circ} 47' 51''$  east 300.62 feet to a point bearing south  $12^{\circ} 12' 09''$  east and 24.06 feet distant from station 290+32.08 of said base line; thence north  $75^{\circ} 30' 53''$  east 210.71 feet to a point bearing south  $12^{\circ} 12' 09''$  east and 15.67 feet distant from station 292+42.62 of said base line; thence north  $85^{\circ} 53' 51''$  east 46.12 feet to a point on the southwesterly location line of the aforesaid 1918 layout, bearing south  $16^{\circ} 01' 24''$  west and 25.16 feet distant from station 293+00.18 of said base line; thence following said 1918 location line as hereby re-established south  $67^{\circ} 30' 09''$  east 73.63 feet to a point at the end of the alteration, bearing south  $22^{\circ} 29' 51''$  west and 25.00 feet distant from the point of ending of the above described base line shown on plan as station 293+76.65.

The side lines of location of the section of State highway hereby altered and laid out are further defined by bounds set at angle points and points of curvature, and at the beginning and end of the alteration.

As no additional land takings are recognized by the alteration above described, no damages in excess of those of said 1949 layout seem to be incurred thereby; therefore none are hereby awarded.

The State highway hereby altered and laid out is shown on a plan signed by P. H. Kittfield, Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the Town of Blandford Hampden County Altered and laid out as a State Highway by the Department of Public Works November 18, 1952. Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of layout in the Registry of Deeds for Hampden County, at Springfield.

It is therefore

Voted, That said way as altered, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the Clerk of the Town in which said way is located, certified copies of said plan and of a certificate signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out and taken charge of said way as altered, in accordance with said plan, together with a copy of this adjudication and vote.



1952 L.O.

In Blandford

No. 4013 Page 5.

Dated at Boston this eighteenth day of November, 1952.

William F. Callahan

Department

Benjamin H. Grout

of

Francis V. Matera

Public Works

A TRUE COPY-ATTEST

*May E. McNamee*  
SECRETARY  
DEPARTMENT OF PUBLIC WORKS  
COMMONWEALTH OF MASSACHUSETTS



Blandford

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